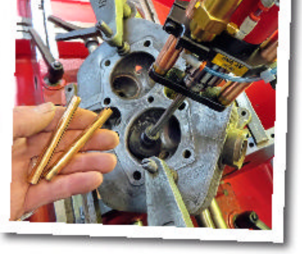


BUYING + RIDING + FETTLING

Suzuki GT750 buying guide + Headlight upgrade
Auctions + Rick's Fixes + **Triumph 650 project**

FEBRUARY 2023
ISSUE #517

Classic Bike

FEATURING
Benelli 650
Yamaha XS & TX
Laverda 750s
Kawasaki Z750
& W1 650

Parallel universe

The Japanese and Italian alternatives to big-bore British twins

Plus

Family heirloom

Riding dad's Norton
Model 7 Dominator

The ultimate special

John Surtees' Vincent
racer revisited

Forgotten gem

Why the R80ST is
BMW's best road bike

UK £4.80
ON SALE
JANUARY 25
- FEBRUARY 21

VISIT…

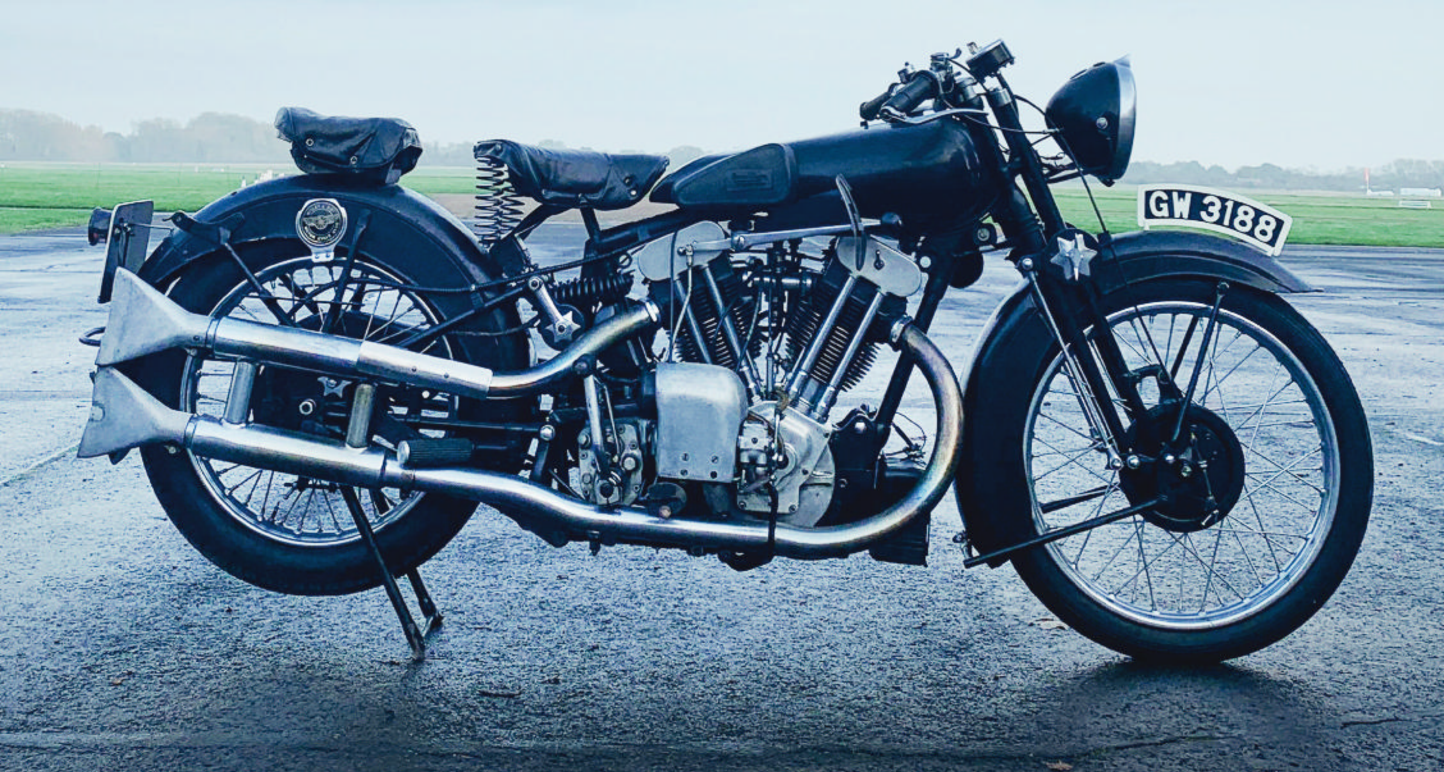
LANZAROTE
Caliente.COM

Bonhams

AUCTIONEERS SINCE 1793

REGISTER TO BID | *ENTRIES INVITED*

The 1931 show model
1931 BROUGH SUPERIOR 998CC SS100
£150,000 - 180,000 *
To be sold at The Spring Stafford Sale



The Spring Stafford Sale

Veteran, Vintage, Classic and Collectors' Motorcycles

The International Classic MotorCycle Show, Stafford | 22 & 23 April 2023

Les Grandes Marques du Monde à Paris

Including The Dr. Peter and Ulrike Bühner Collection of Important Pioneer and Collectors' Motorcycles and Motor Cars

The Grand Palais Éphémère, Paris | 1 & 2 February 2023

ENQUIRIES
Bonhams Motorcycles
Bicester Heritage
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com
bonhams.com/motorcycles

LOT PREVIEW
bonhams.com/springsale

COMPLIMENTARY AUCTION VALUATION
Visit **bonhams.com/motorcycles** to request a Complimentary Auction Valuation or contact your nearest specialist.

- £46 MILLION+ MOTORCYCLE SALES SINCE 2016
- MARKET LEADERS IN THE SALE OF CLASSIC MOTORCYCLES
- AUCTION HOUSE OF CHOICE FOR SINGLE OWNER COLLECTIONS
- INTERNATIONAL MARKETING & CLIENT BASE
- AUTUMN STAFFORD SALE 2022 REALISED OVER £3.65 MILLION IN SALES

@BonhamsBikes

Welcome

FEBRUARY 2023 • ISSUE #517

My grandfather was a Norton man. He'd owned a flat-tank 500 as a young blade in the late 1920s, and when he was approaching retirement bought himself a Featherbed Dominator (despite grandma's ban on bikes). This was kept a secret, in a garage at the other end of the village. He'd leave for work by car, drive to the end of the village, swap car for bike, and then carry on. Of course, grandma found out soon enough and the Dominator had to be sold, but the ban was modified to allow for vintage bikes and projects.

Grandpa played a big part in fostering my youthful bike obsession, encouraging that first ride and helping to fix my Cotton Minarelli trials bike (TUP 92K, it's still on the DVLA database – has anyone out there got it?) and Puch V50 moped (I really don't need to see that again).

I also had a Ducati-owning cousin, and although I never saw that bike actually run – it was always in bits – it made a big impression on a 12-year-old. Norton and Ducati are still two of my favourite marques.

Judging by the popularity of *Classic Bike*'s Way We Were feature, that family connection has been really important in getting a lot of us into motorcycling, whether through parents, grandparents, siblings or cousins. We've moved those pages to the back of the magazine to make them easier to find, so turn to page 113 to see a couple more fantastic pictures of 1920s speed demon Hazel Perkins on her BSA, sent in by her great granddaughter Alice Gheissari. There are also fantastic pictures and stories from the 1970s and '80s in there as well.

Graham Bentman was a Norton man too, though as a clubman TT racer in the 1970s and '80s he also rode other bikes. Graham passed away in 2021, but left his prized Norton Model 7 road bike as well as a passion for motorcycles with his son Jon, who's written about his dad and the bike in this issue. It's another great story of family bonding through bikes. The feature is on page 20.

Please keep sending in those stories about your parents, grandparents, brothers, sisters and friends for the The Way We Were pages. We love seeing the pictures and telling the tales. And we love the ones of *CB* readers as precocious teenagers, too. Lets have more flares, L-plates and wheelies, please.

Despite the winter weather, I have been out riding. Last weekend I took part in the Motor Cycling Club's Exeter Trial on my brilliantly-lit Morini (see page 90). It was too late to put it in this issue, so I'll wait till next month to tell how I got on. Or got off.

Enjoy the magazine.

Hugo Wilson, Editor

Clockwise from this picture: Hazel Perkins on a BSA; my grandpa's first Norton;, Graham Bentman (centre), son Jon (right) and friend Graham Saddler at the 2011 Manx GP

TW-3748
RY 2378
FMG 85J

ALICE GHEISSARI, HUGO WILSON AND JON BENTMAN

CONTRIBUTORS
IN THIS ISSUE

PAGE 63
Yamaha's rock solid 650

Gez Kane

In the early '80s Gez worked as a salesman at Motorcycle City in Reading. "We shifted a lot of Yamaha XS650s," he reckons, "but if a Kawasaki Z750 twin came in part-ex, you knew it'd be stuck on the showroom floor for weeks."

PAGE 38
CHARM OFFENSIVE

Richard Fincher

A former editor of *Bike* magazine, Richard owns a modern BMW twin and an old Norton Commando 750, but was looking for a bike that sat between them. Judging by his enthusiasm for the BMW R80ST, it looks like he's found it.

PAGE 50
JOHN SURTEES
Lazy big twin

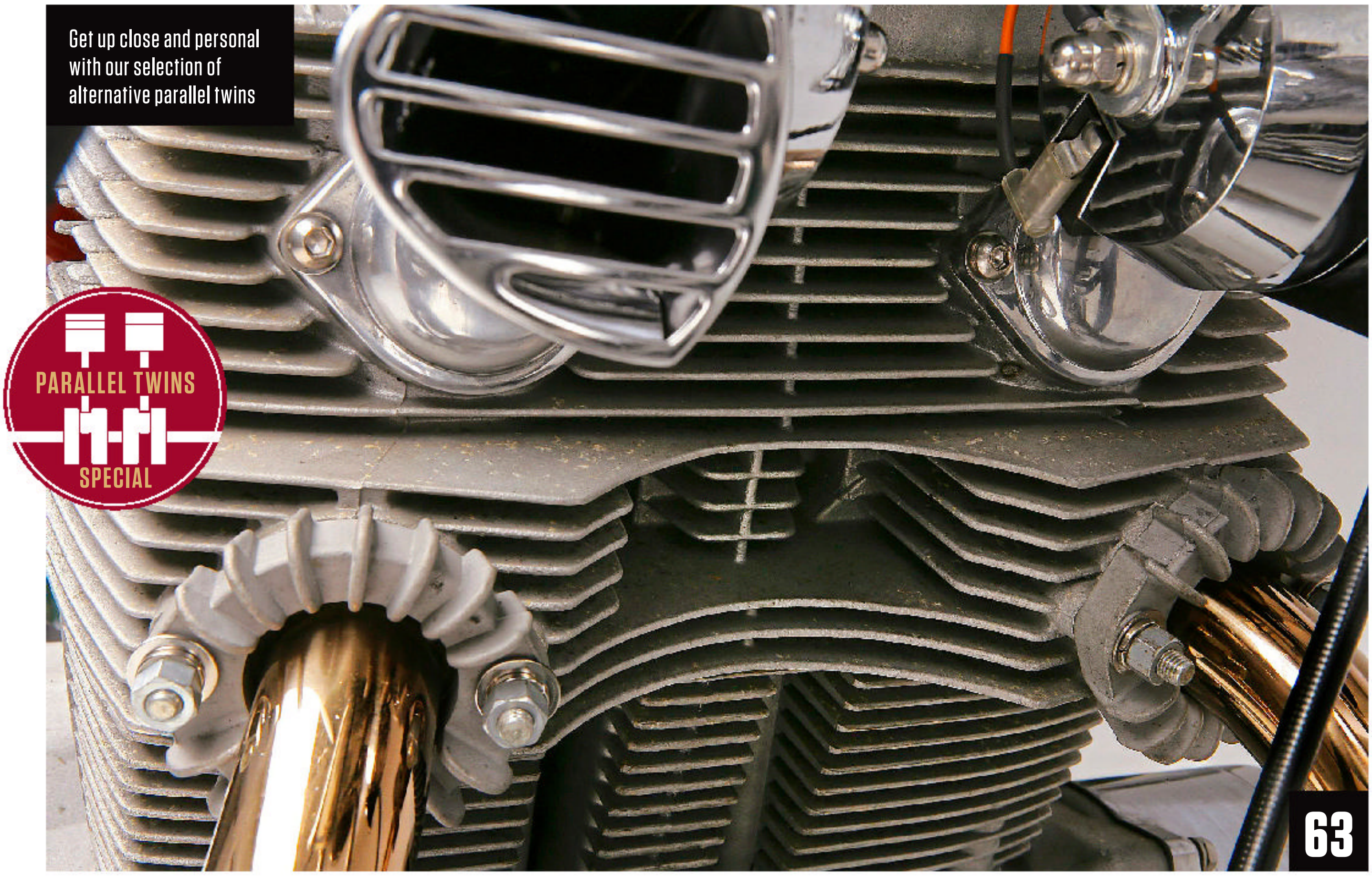
John Surtees

Classic Bike is blessed with an amazing archive of features that are too good not to be shown again. This story from August '86 by the ex-world champion about his own home-brewed Vincent special is fantastic.

Get in touch at: classic.bike@bauermedia.co.uk

Issue #517

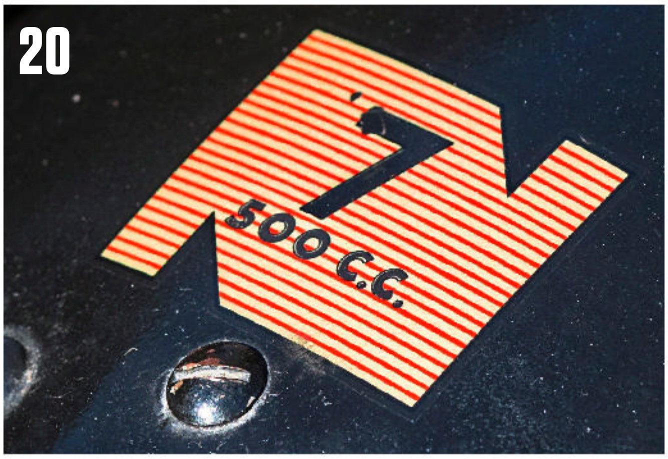
Contents



Get up close and personal with our selection of alternative parallel twins

BAUER AUTOMOTIVE

GARY MARGERUM



Jonathan Bentman's Norton Model 7 is an eternal bond with his father

JIM MOORE

Kawasaki museum: This Swiss temptation is as tasty as a family-sized Toblerone

20 NORTON MODEL 7
How the spirit of a father lives on in the bike he bequeathed to his son

31 KAWASAKI MUSEUM
CB gets a special invitation to a special Swiss Kawasaki museum

38 BMW R80ST
What it's like to own the quirky alternative to the R80G/S

44 AT LUNCH WITH... MIKE NICKS
The veteran journo on why the CB750 is overrated... and more

50 JOHN SURTEES VINCENT RACER
How the great man himself tested the Vincent special he built himself

59 ALESSANDRO ALTINIER
One of Europe's top classic dealers handles some seriously cool metal

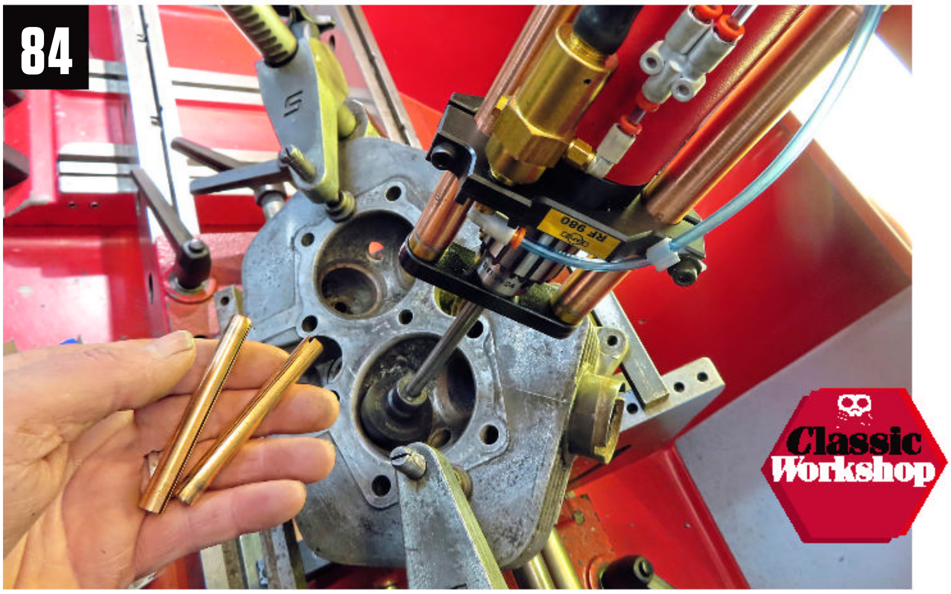
63 ALTERNATIVE PARALLEL TWINS
Eight options for those who fancy something different to the usual fare

Subscribe
GET CLASSIC BIKE FOR JUST £4.30 A MONTH
TURN TO PAGE 74

10
Classic World

BONHAMS

The opportunity to buy an example of the world's oldest production motorcycle is as rare as the bike itself



RICK PARKINGTON

Rick lands in machine tool heaven as the project Thunderbird prepares to get a rebore and crankshaft grind

98
Classic Market

BAUER AUTOMOTIVE

Mike Nicks testing a Suzuki GT750 – get the lowdown on how to buy the best one todayin our Buyer's Guide on page 98

Classic World

6 VMCC PIED BULL MEET
The perfect New Year's Day celebration – a ride and chinwag

10 129-YEAR-OLD BIKE FOR SALE
1894 Hildebrand & Wolfmuller – a piece of history up for auction

12 ANDRE MALHERBE
We salute the recently deceased legend of 1980s motocross

15 DIARY
All the top events to pass the time before the weather gets better

16 LETTERS
Roy Orbison in epic motocross fail and more of your missives

Classic Workshop

78 RICK'S FIXES
Cold workshop? It doesn't stop our shed-dweller's hot tips

84 PROJECT BIKE: TRIUMPH THUNDERBIRD 6T
Pure machine tool pornography as the T-bird gets ready for a grind

90 OUR CLASSICS: MOTO MORINI CAMEL 500
Hugo prepares for an off-road all-nighter by better beaming

Classic Market

95 BUYING AND SELLING
Check out our new, improved look at the market's pointy end

98 BUYERS GUIDE: SUZUKI GT750
What to look for when you've decided to get the Kettle on

104 AUCTIONS
Bidding wars, bargains and bikes about to experience hammer time

107 BIKES FOR SALE
You don't get much for nothing, but you can sell a bike for free here

The way we were

113 TEENAGE TEARAWAYS...
... and speed demon great grannies in our nostalgia fest

THE WAY WE WERE

PIED BULL MEET, FARNINGHAM JANUARY 1

Turned out nice again

The 'riding season' means all seasons to this bunch, who gathered on New Year's Day for a chinwag

WORDS & PHOTOGRAPHY: GREG MOSS

FARNINGHAM OAK
THE OLD BULL STORES
TI26272

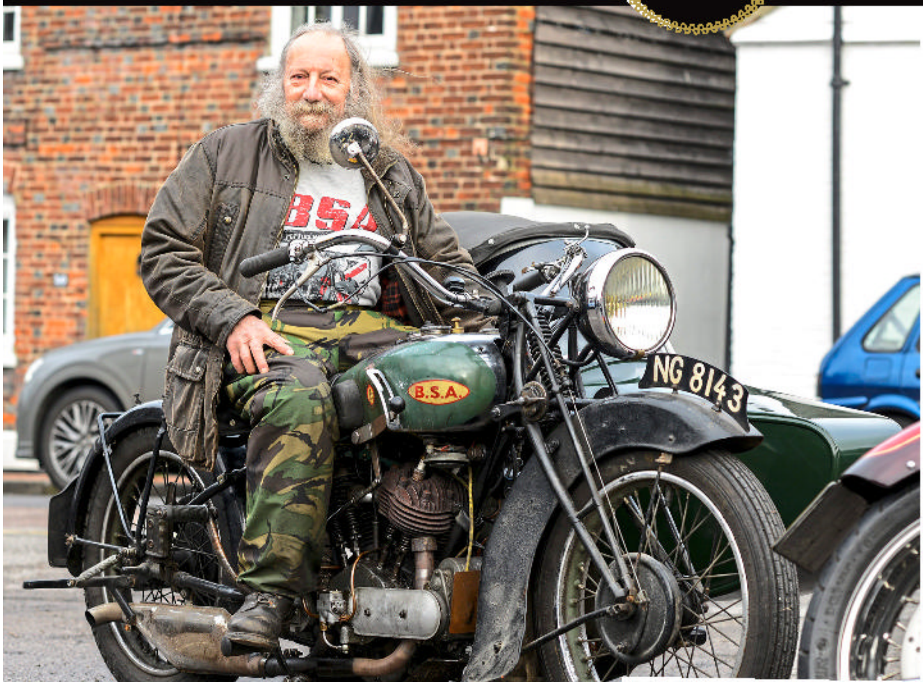
A real mix of bikes and riders joined the rally, including this military spec Royal Enfield. caption in here outside the Farningham Oak

The Pied Bull at Farningham in Kent has hosted a New Year's Day classic bike meet for years, and it always makes for a great start to another year. This January the first was no different, as dozens of classic motorcycles descended on the pub, a well-known favourite and regular haunt for VMCC members. The cups of tea and bacon butties were flying out the pub doors as riders enjoyed the chance to catch up with fellow riders and have a good old gander at the diverse collection of bikes. Here are some of the hardy souls who braved the British winter on machines ranging from World War I era Triumphs to Vincents and 1980s two-strokes. Happy New Year to you all!

• **vmcc.net**

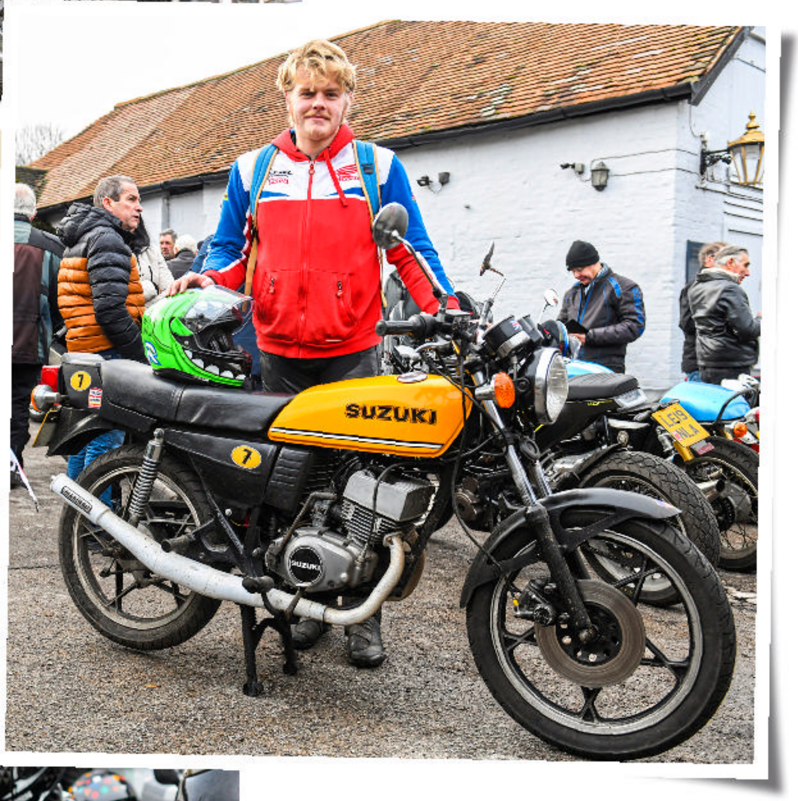
Riders and locals enjoy the collection of bikes on display at the Pied Bull pub in Kent, as Ryan Alfie flies past on his 1981 Yamaha.

Far left: Graham Smith's 1951 Vincent Black Shadow
Left: A convoy of VMCC members ride into the sleepy village of Farningham
Right: George Smith's 1914 model C Triumph 550cc, was possibly the oldest bike at the rally and attracted a lot of interest



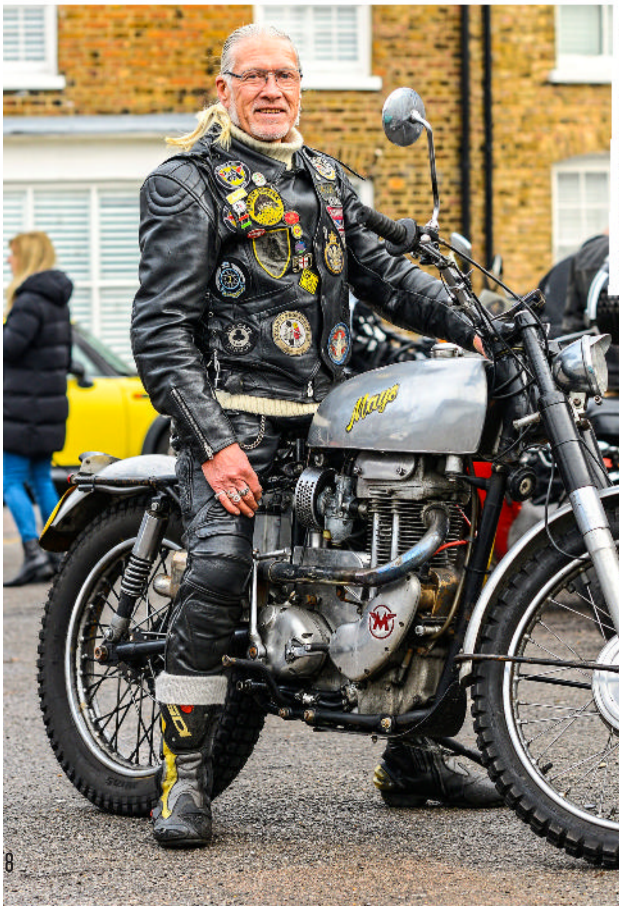
Ken Lee
1934 BSA 1000cc V-twin

This is 76-years-young Ken from Essex, perched on his 1934 1000cc V-twin BSA side valve with sidecar. 'I've had it a hell of a long time – about three months!" he laughed. "I think the sidecar is a Swallow, but I'm not one hundred percent sure on that. There were so many sidecars being made similar to it at the time, so it could it be a Watsonian or Swallow. I've had to take the clutch to bits and clean it out, because it was slipping badly. It still needs a little bit of adjustment, but it brought me over the Queen Elizabeth Bridge alright. It was a bit windy on the bridge, but good. It's a nice bike to ride, nice and torquey – you can put it in third and just leave it."



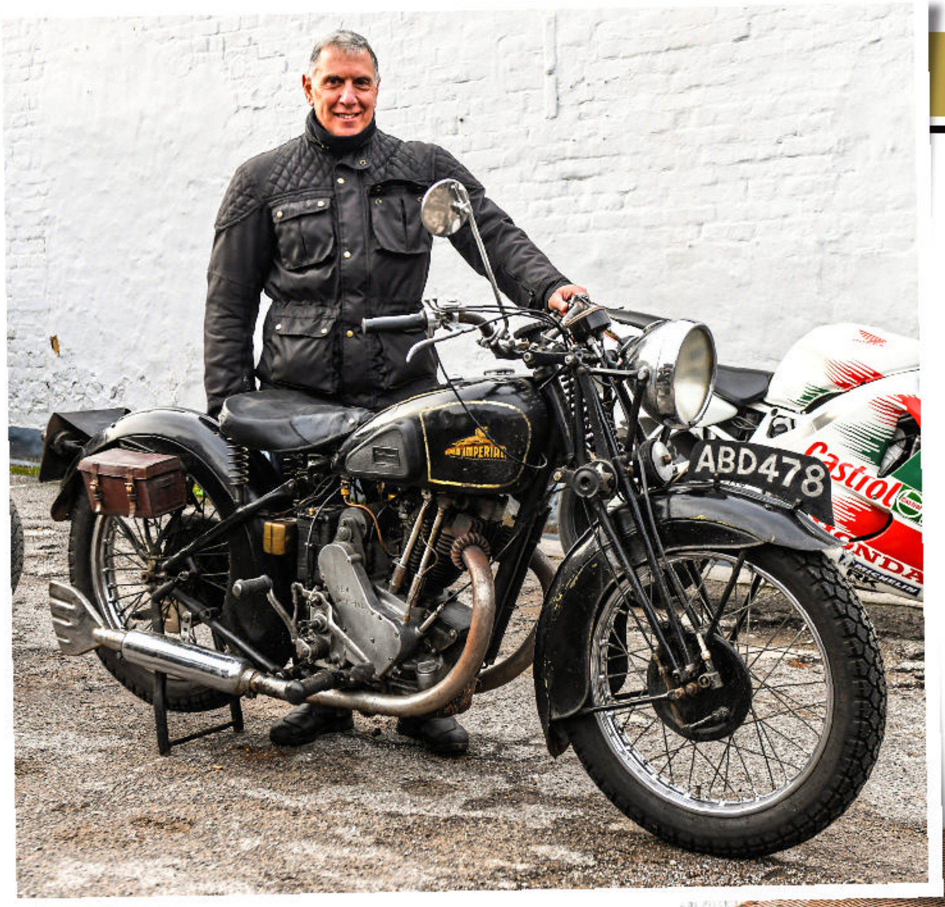
Marshall Osborne 1980 Suzuki X5

The expression says it all about Marshall's relationship with his 200cc Suzuki X5. The 22-year-old from Chatham says: "I bought it a year ago, put a set of pistons in it, did it up a bit. I use it as much as I can – I basically just rag it everywhere. I also race a BSA Bantam in the British Historic Racing – fourth in the 2022 championship – and I've got a couple of Nortons, but they break more than this does. I can't really fault it. Nice thing about two-strokes is they make a good noise and they smell good. It's not crazy fast, it's just something different."



Alan Brady
1957 Matchless G3LCS 350cc

"This is my 'snow bike', because I ride it in winter. It's always snowy up this way in winter – it's got it's own climate around here," explained Alan, from Dartford. "I made some heated grips for it myself, out of an old electric blanket. It's a trials bike with an aluminium tank – and aluminium everything else. It's also got a competition gearbox and a gold competition mag as well as larger wheels and knobbly tyres. Everything is original, as far as I know. I love it, it's great – it makes quite a noise going under bridges. It's set up for riding slow, but it's really good fun and so comfortable

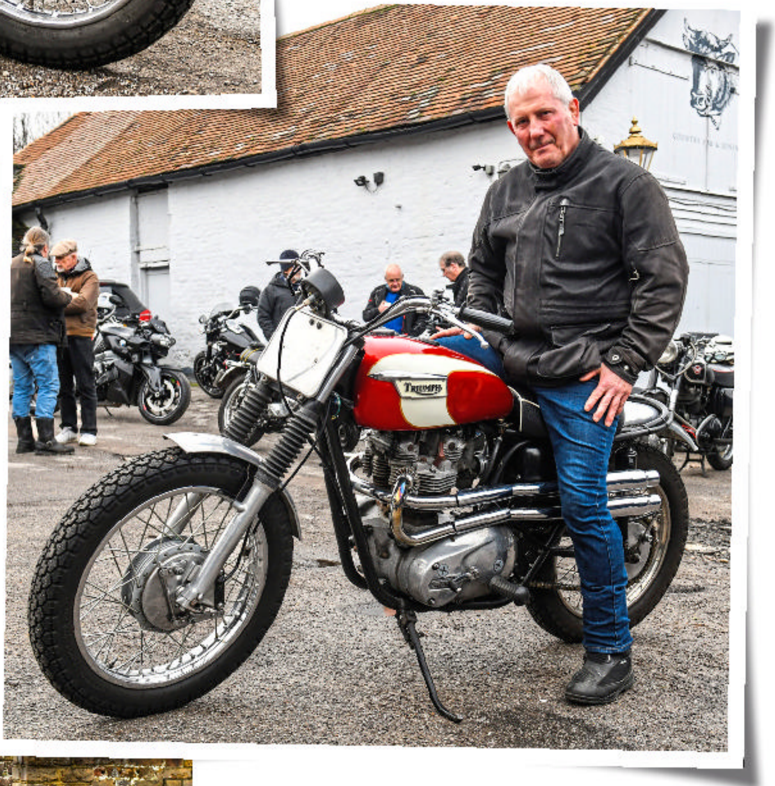


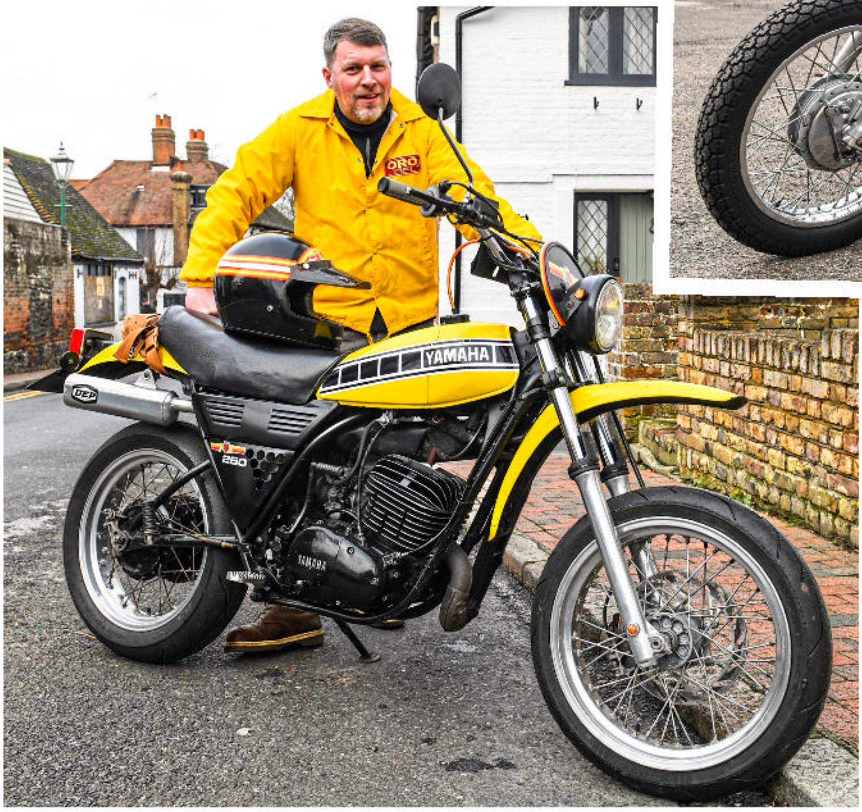
Huss Cafer 1946 New Imperial (model 46)

Huss Cafer rode up from the village of Collier Street in Kent, with his son. "I bought this bike in 2015 – it was in a really bad condition, totally rusted and the front wheel was missing. When I did some research on what it looked like originally, I just fell in love with it – I had to have it. There were a few engine parts that were missing, which I've had to replicate. Figuring out the oiling system was hard, because there are no real manuals for it. It was like building it up blind. It's lovely to ride, it's got a quirkiness – the gearshifts are really far away from each other – but it's just got this sound and the vibrations. It takes you back – you can imagine what it was like to ride back in the day, when it was a brand new machine.

Paul Renshaw 1975 Triumph T140

As you can see, Paul's T140 has been modified to look like a flat-track bike, with '60s style, even though it's actually a 1975 model. He says: "It's got the panels that alter it to make it look like a '60s bike – it's more attractive to me than the later bike. Very little of it is standard; it's got a Royal Enfield brake on the front of it, it should have a disc up front, but I've fitted a drum for aesthetics. So the front brake looks right but it doesn't handle very well! It's got a very reliable engine."





Ryan Alfie 1981 Yamaha DT250

"I've had it about two or three years now," says Ryan, from London, of his DT250. "It was a really nice ride down here," he added. As regards the bike, he says: "I haven't had to do a great deal to it – it's been pretty sweet since I've had it. It came with the back wheel, but I had to find the front wheel and get the spindle machined just to try and match them up. Then there was the palaver of trying to get the tyres to fit it – they're quite narrow. The idea was to try and give it a retro supermoto style. I've not really had to do anything mechanical to it myself. It's great fun; out of all the bikes I've got it's the 'go-to'. It's fun and obviously there's the benefit of it being MoT and tax exempt, which is nice!

Bike for sale, only 129yrs old

A rare survivor of the world's oldest production motorcycle is being auctioned in February. This is how it works

WORDS: HUGO WILSON PHOTOGRAPHY: BONHAMS

IN 1894 THE (rich) public were given the chance to buy a production motorcycle for the first time when Hildebrand & Wolfmuller began making their 'Motorrad' in Munich. Between 800-2000 were made, some under licence in France – and 129 years later, one is being sold by auction in Paris.

Coming from a time before the form of the motorcycle had become established, the H&W is a kind of intermediate step between steam power and viable petrol propulsion. Think of it as the Neanderthal of motorcycling. Two parallel 744cc (90 x 117mm) cylinders are mounted horizontally with long conrods running to the crankshaft, which is also effectively the machine's back axle. So, as with a steam locomotive, the wheel is also the flywheel, and there is no clutch. To stop, you (try to) stop the engine.

The size of the rear wheel dictates the gear ratio and with a 360° crankshaft, both pistons rise and fall together, with cylinders firing alternately. The return stroke of the pistons is assisted by big rubber bands. The inlet valves are opened by atmospheric pressure pushing open the valve as the falling piston reduces pressure in the cylinder, while the exhaust valves are opened by a pushrod controlled by an eccentric ring on the rear wheel. A latch mechanism opens the exhaust valve in each cylinder alternately.

Ignition is by 'hot tube'; one end of a sealed nickel or platinum tube projects into the cylinder, while the other is heated by an alcohol burner, the red-hot tube igniting the fuel mix. The 'surface carburettor' is little more than a petrol tank with a draught blowing across it, a system which offers minimal control.

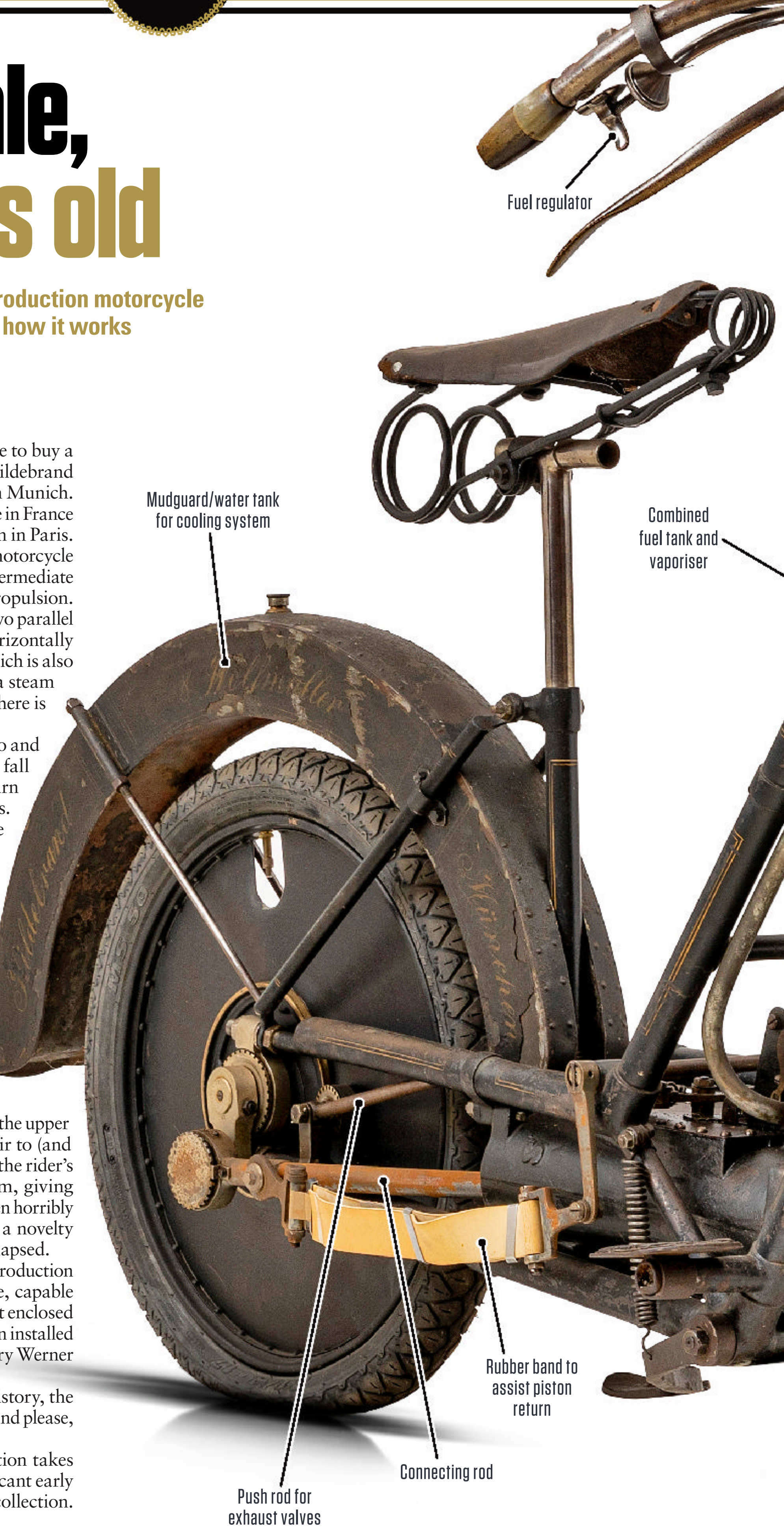
The engine is liquid cooled, with water carried in the rear mudguard. Lubricating oil is carried in the upper frame tubes, while the lower frame tubes take air to (and fumes from) the burner, exiting it just in front of the rider's nose.Power output is maybe 2.5bhp at 240rpm, giving possibly 30mph. Low speed running must have been horribly jerky and high speed running terrifying. It was a novelty machine, and by early 1897 the venture had collapsed.

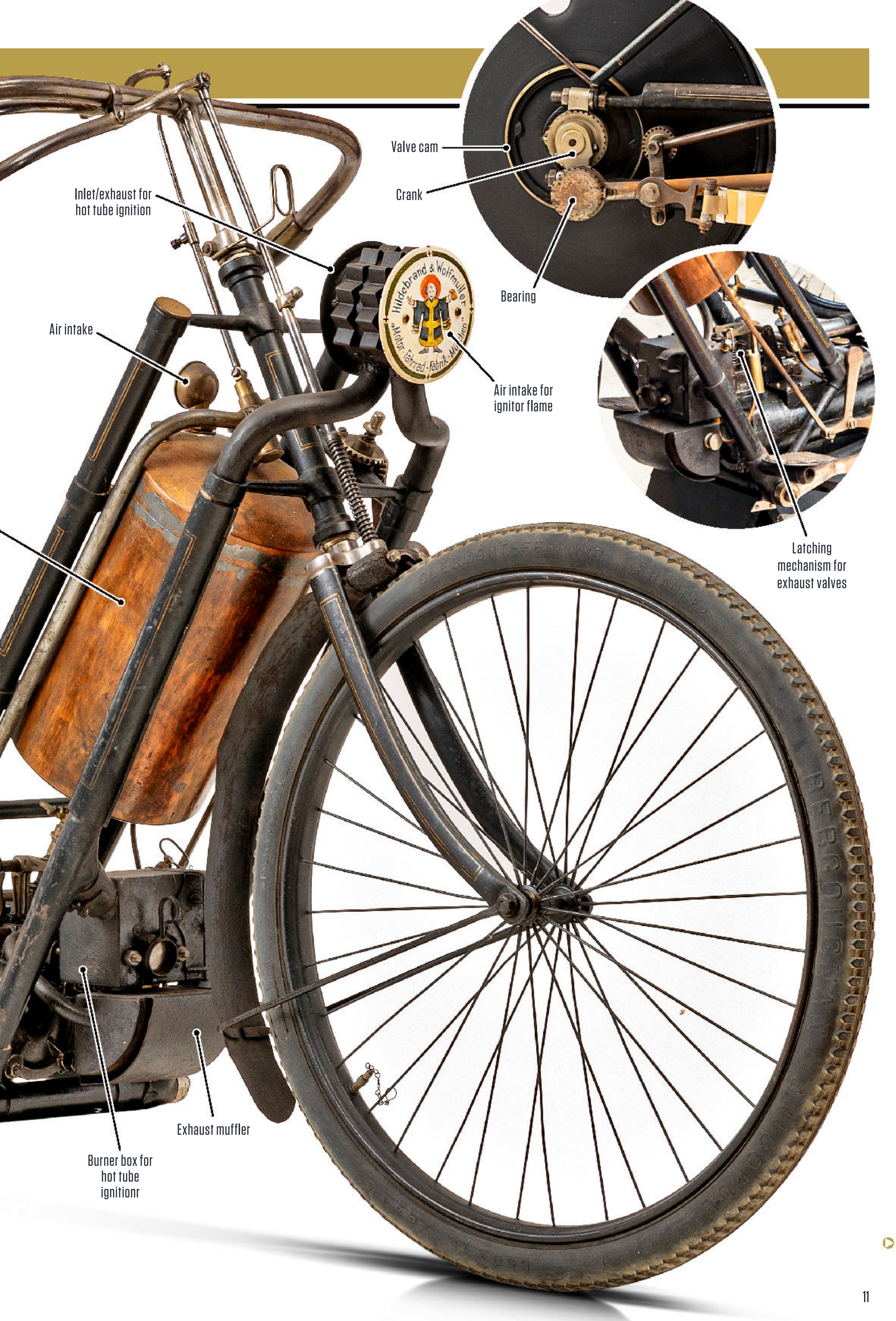
The previous year, DeDion Bouton had begun production of their 'high-speed' internal combustion engine, capable of revving to 3500rpm and featuring a crankshaft enclosed in crankcases and a battery-and-coil ignition. When installed low down in a bicycle-style frame by French factory Werner in 1901 the motorcycle as we know it was born.

If you fancy buying a piece of motorcycling history, the H&W carries an estimate of €110,000-170,000. And please, if you do buy it we'd love a test ride.

- Les Grandes Marques du Monde a Paris auction takes place in Paris on February 1-2, with other significant early motorcycles from Dr Peter and Ulrike Bühner's collection.

bonhams.com

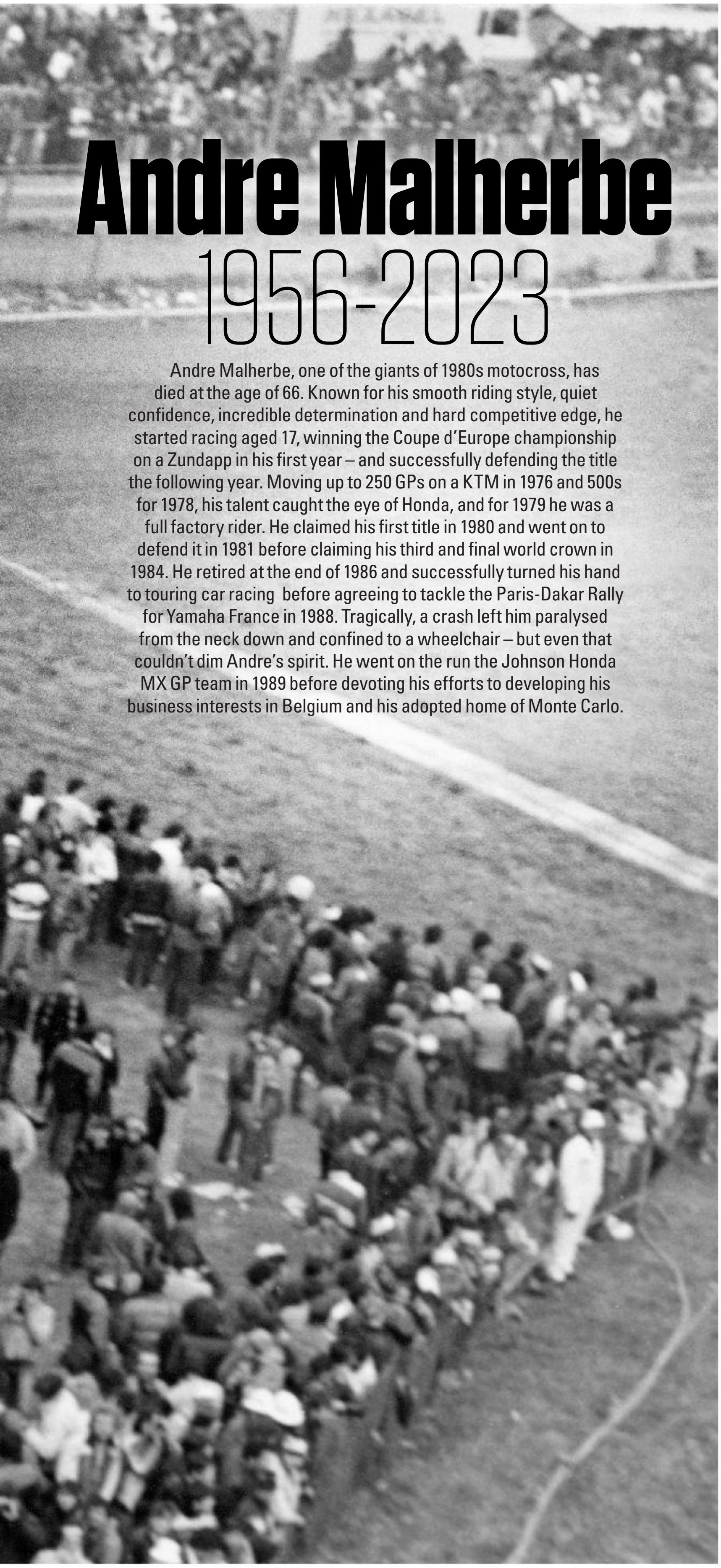

Fuel regulator
Mudguard/water tank for cooling system
Combined fuel tank and vaporiser
Rubber band to assist piston return
Connecting rod
Push rod for exhaust valves


Valve cam
Crank
Bearing
Inlet/exhaust for hot tube ignition
Air intake
Hildebrand & Wolfmüller
"Motor-Fahrrad-Fabrik-München"
Air intake for ignitor flame
Latching mechanism for exhaust valves
CLERMONT-FERRAND (FRANCE)
BERGOUGNAN
Exhaust muffler
Burner box for hot tube ignitionr

BAUER AUTOMOTIVE

Malherbe demonstrating his style at the 1982 French GP, where he won both legs

MALHERBE
1
GOLD BELT
ANDRE
PARIS & Cie
AXO
1



Andre Malherbe

1956-2023

Andre Malherbe, one of the giants of 1980s motocross, has died at the age of 66. Known for his smooth riding style, quiet confidence, incredible determination and hard competitive edge, he started racing aged 17, winning the Coupe d'Europe championship on a Zundapp in his first year – and successfully defending the title the following year. Moving up to 250 GPs on a KTM in 1976 and 500s for 1978, his talent caught the eye of Honda, and for 1979 he was a full factory rider. He claimed his first title in 1980 and went on to defend it in 1981 before claiming his third and final world crown in 1984. He retired at the end of 1986 and successfully turned his hand to touring car racing before agreeing to tackle the Paris-Dakar Rally for Yamaha France in 1988. Tragically, a crash left him paralysed from the neck down and confined to a wheelchair – but even that couldn't dim Andre's spirit. He went on the run the Johnson Honda MX GP team in 1989 before devoting his efforts to developing his business interests in Belgium and his adopted home of Monte Carlo.

Gear whine

Tax-free turbos

The 40 year rolling cut-off for free road tax and MoT exemption means that 1983-registered bikes are now even cheaper to run. You'll be able to ride through London without paying the congestion charge, too. Commuting on a Yamaha RD350LC or Honda CX500 Turbo has never made more sense.

Happy anniversaries

Harley-Davidson, never a manufacturer to miss the excuse for a special edition, will celebrate their 120th anniversary with an Anniversary Event in Budapest, Hungary on June 22-25. BMW mark their 100 years of motorcycle production with a Motorrad Days event in Berlin over July 7-10. Great excuses for a Continental jaunt this summer.

1000 Bikes off... but Mallory on

The VMCC has cancelled its popular Festival of 1000 Bikes at Mallory Park for this summer, citing mounting costs and the challenging economic climate. However, the circuit is organising its own 'Bike Bonanza' on 15-16 July with track parades, demonstrations and club displays. Which sounds strangely familiar. **malloryparkcircuit.com**

GREG MOSS

Red Marley entries open

Entries for the ever-popular Red Marley Hill Climb on Easter Monday have just opened. It's a great event, with a marvellous, old-school atmosphere – and some genuinely breathtaking action on the hill. There's a pre-70 British bike trial on Easter Sunday before the main event on Monday. Download entry forms at **redmarleyhillclimb.com**

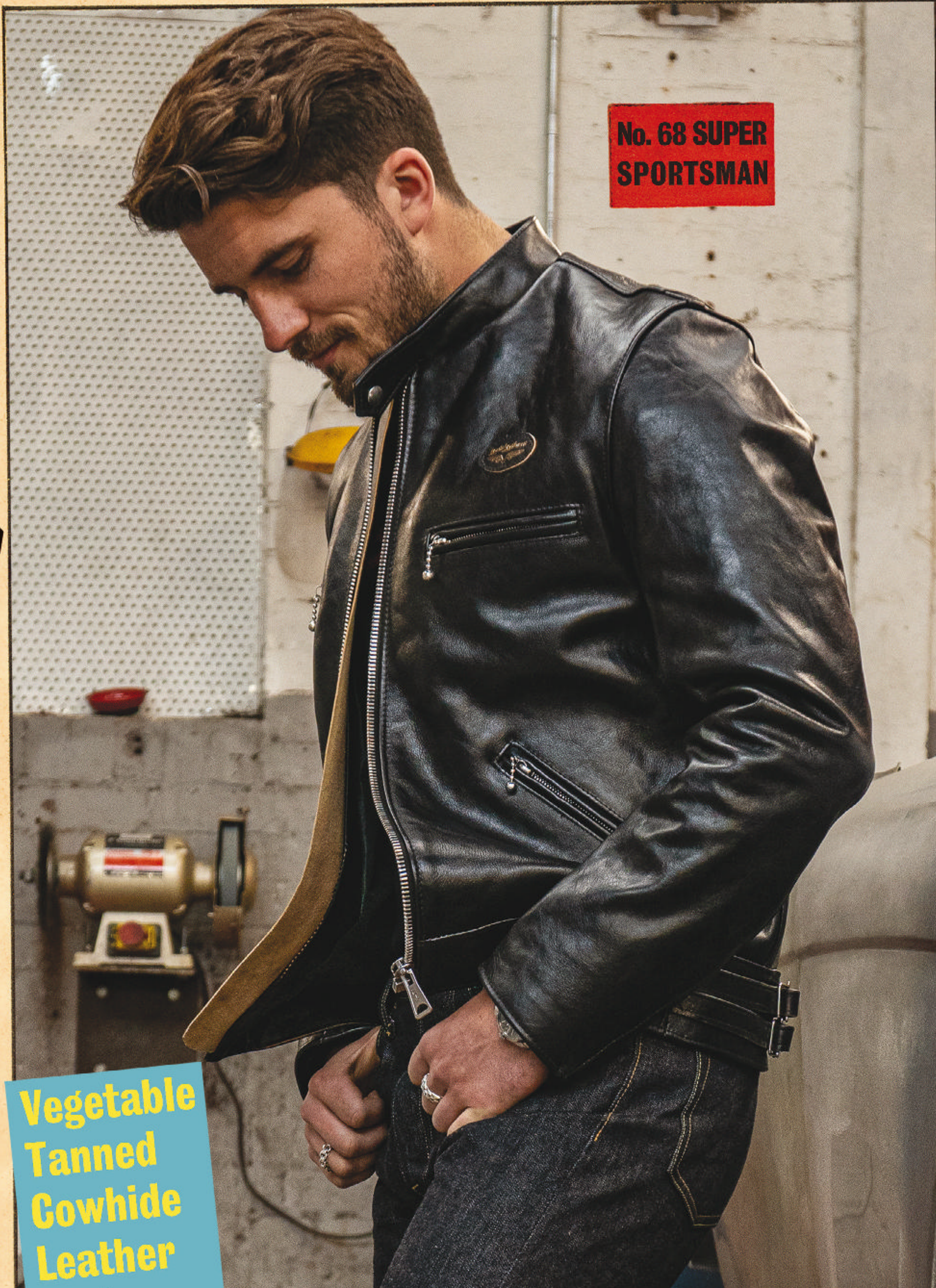
NEXT MONTH IN Classic Bike

12,000 miles, one careful owner – a BSA Lightning 650 that came home
Tiger replica – turning a T140 import into Triumph's yellow trail bike
Randy Mamola – lunch with the 1980s GP star
Keith Campbell – the 1950s racing exploits of Australia's World Champion
West Country torture – The Exeter Trial
Plus: Rick's Fixes, auction news and loads more

On sale February 22, 2023

LEWIS LEATHERS

No. 1141
Week-ending
Saturday
21 October
1969



No. 68 SUPER SPORTSMAN

Vegetable Tanned Cowhide Leather Option

1/-
EVERY
FRIDAY

Classic Bike
RECOMMENDS

THE CLASSIC DIRT BIKE SHOW FEBRUARY 11-12

Dirty business

Go for a look – then end the day by dismantling a motocross bike in the car park so it'll fit in your Fiesta. Be warned: the classic off-road world is addictive

WORDS: GEZ KANE PHOTOGRAPHY: MORTONS MEDIA GROUP

You can almost smell the passion for the sport the minute you walk into the Classic Dirt Bike Show at Telford's International Centre. Now back to its traditional February date after a couple of years of Covid-induced turmoil, the show should be back to its best this month. Whether you're a superstar ex-rider, clubman dabbler, specialist manufacturer, parts dealer, restorer or autojumbler, Telford is the place to be in Februaryif you love doing it in the dirt.

If you're looking hard for a particular part, project bike or ready-to-ride machine, you'll need to get to the show early on Saturday. There's an outside autojumble area (it opens at 9am) and that should be your first port of call – it never seems quite so busy or well-stocked by Sunday. It's not the biggest jumble on the show circuit, but the nature of the show means it's well focused, and usually there are a few worthwhile project bikes at reasonable money, too.

Having scoured the outdoor autojumble, head indoors for plenty more jumble and bikes for sale and a bevvy of specialist NOS and pattern suppliers that need checking out early in the day. My rule of thumb is: get the essential purchases chalked off early. After that, relax and enjoy everything else the show has to offer.

The Telford event acts as a shop window for the cottage industries that keep the wheels of classic off-road sport turning. If you've been around the scene for a while, you'll know many of them, but anyone toying with the idea of getting into classic trials, motocross or enduros will be staggered by the breadth of specialist manufacturers and suppliers. Want some NOS parts for your Yamaha twinshock or evo motocrosser? Gary Hudson (brother of former world motocross champion Neil) is your man. Need something for your Bultaco? Dave Renham's In Motion is the stand to head for. Fancy building a Metisse? Go and see Rickman Motorcycles. You get the picture.

And then there are the bikes. If you have even the mildest interest in off-road bikes, I defy you to spend a day at Telford without going away wanting to own one. You will be inspired.

A walk round the show always reminds me just how friendly the classic off-road world is, too. In past visits to the show, I've bumped into – and chatted with – off-road legends like Jeff Smith, Graham Noyce and Mick Andrews. And I've nattered for ages to guys I've never met on club stands. Three-time world 500cc motocross champion Dave Thorpe – a man who disproves the old adage that nice guys don't win – is the guest of honour this year, too.

Go on. Get yourself over to Telford in February. You know you want to.

● **classicdirtbikeshow.co.uk**

OR BE HERE... MORE EVENTS FOR FEBRUARY

4 **Rufforth Autojumble**
Rufforth Park, Rufforth, North Yorkshire
No nonsense car and bike jumble. Doors open 8am, just £2 to get in. Has to be worth a look if you're in the area
rufforthautojumble.com

5 **Midland Classic Motorcycle Club Trial**
Burycliffe, Elton, Matlock, Derbyshire
Check out classic trials in the glorious Derbyshire countryside. Clubman, 50/50 and expert classes for pre-65/twinshocks, and sidecars.
midlandclassic.co.uk

11-12 **The Dragon Rally**
North Wales (venue TBC to paid-up entrants)
Going since 1962 – and always attracts a fair number of hardy souls on classic iron. Ride to Snowdonia in mid-Feb and camp in a field with 1500-2000 other loons.
conwymotorcycleclub.org.uk

17-19 **The Devitt MCN London Motorcycle Show**, London Excel
This year a drag strip will run the length of the exhibition halls, with live action sprints featuring classic, modern and GP bikes. Plus the usual huge array of trade, manufacturer displays and the temptation of the classic sale by Silverstone Auctions.
mcnmotorcycleshow.com

19 **Newark Autojumble,**
Newark Showground, Nottinghamshire
A good day out, if you're parts-hunting or not.
newarkautojumble.co.uk

25-26 **The Bristol Classic Motorcycle Show,**
Royal Bath and West Showground, Somerset
The biggest classic bike show in the South West, with local clubs always putting on a great display. Plus trade stands, private displays and plenty of autojumble.
bristolclassicbikeshow.com

Classic Bike

CLASSIC BIKE IS MADE BY...
Editor Hugo Wilson, hugo.wilson@bauermedia.co.uk
Art editor Austin Smith, austin.smith@bauermedia.co.uk
Production editor Mark Holmes, mark.holmes@bauermedia.co.uk
Technical editor Rick Parkington, classicbike.workshop@bauermedia.co.uk
Editorial assistant Alison Silcox, alison.silcox@motorcyclenews.com
Group Art Director, Motorcycling Steve Herbert, steve.herbert@bauermedia.co.uk
Cover images: Chippy Wood, Bauer Gary Margerum, Rick Parkington

ADVERTISING
To sell your bike:
email cbreaderads@bauermedia.co.uk
Group Commercial Director
Gareth Ashman 01733 468118
Commercial Manager
Sarah Dodd 01733 366311
Account Manager
Francesca Chiarizia 01733 366360
Telesales Exec Sarah Frisby 01733 366406

LES GRANDS FROMAGES
Publisher Rachael Beesley
Group editor Andy Calton
MD Automotive Group Niall Clarkson
Chief Financial Officer Bauer Magazine Media Lisa Hayden
CEO of Bauer Publishing UK Chris Duncan

COMPLAINTS
H Bauer Publishing is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at www.bauermediacomplaints.co.uk

ipso. Regulated

BORING BUT IMPORTANT
H Bauer Publishing is a company registered in England and Wales with company number: LP003328 (England and Wales). Registered Office: Academic House, 24-28 Oval Road, London, NW1 7DT. VAT number 918 5617 01

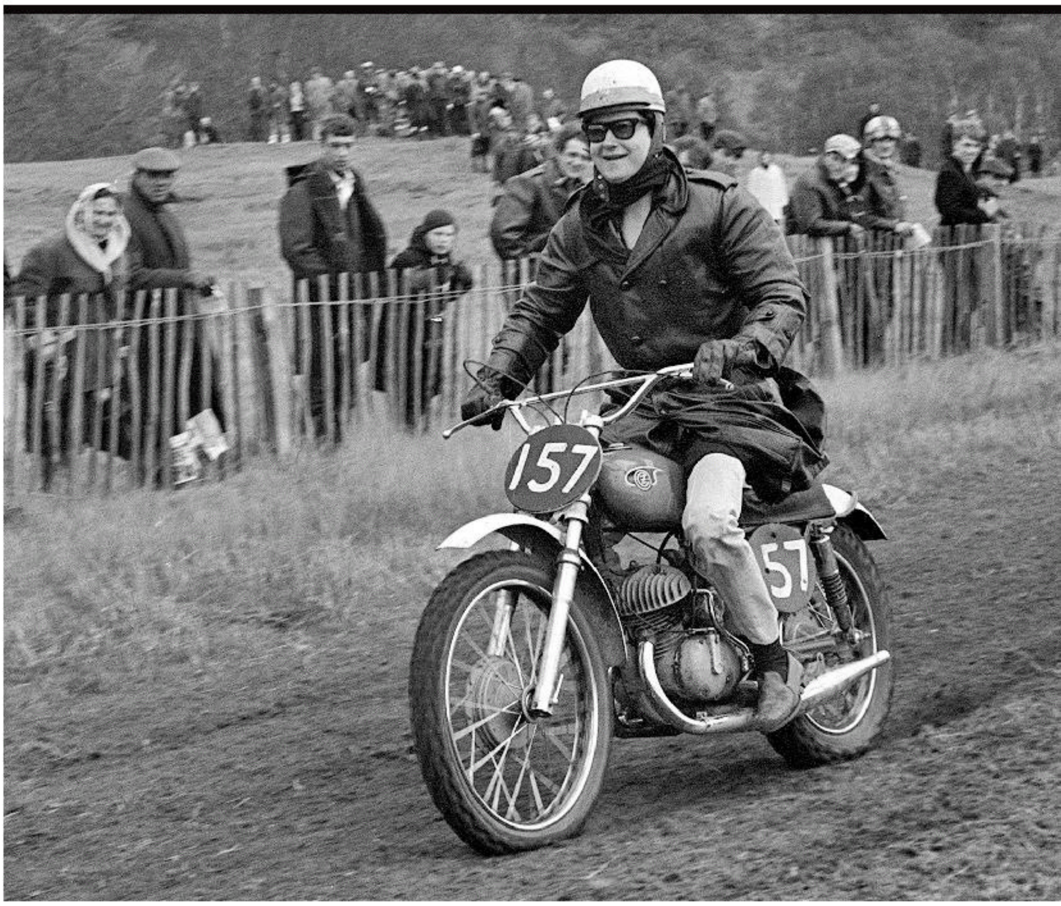
No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of H Bauer Publishing. All material published remains the copyright of H Bauer Publishing and we reserve the right to copy or edit any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to H Bauer Publishing, whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world.

By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured or referred to in the submitted material to it being used by H Bauer Publishing. If H Bauer Publishing receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and/or for reimbursing H Bauer Publishing for any losses it has suffered as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material. Finally, whilst we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any loss or damage, however caused, resulting from use of the material.

US INFO
- *Classic Bike*, ISSN 0142-890X (USPS 706770) is published monthly by H Bauer Publishing Ltd, Media House, Peterborough Business Park, Lynch Wood, Peterborough, PE2 6EA, United Kingdom.
- The US annual subscription price is $89.51. Airfreight and mailing in the USA by agent named World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA.
- Periodicals postage paid at Brooklyn, NY 11256.
- US Postmaster: Send address changes to *Classic Bike*, World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA.
- Subscription records are maintained at Bauer Media, Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicester LE16 9EF, United Kingdom.
- Air Business Ltd is acting as our mailing agent.

SUBSCRIPTION QUERIES
To contact us about subscription orders, renewals, missing issues or any other subscription queries, please email: bauer@subscription.co.uk or call our UK number on 01858 438884 for overseas call +44 1858 438884. To manage your account online visit www.greatmagazines.co.uk/solo

BACK ISSUES
Back Issues. To order back issues in the UK, call 01858 438884. Overseas: +44 1858 438884
Syndication: syndication@bauermedia.co.uk



TRINITY MIRROR / MIRRORPIX / ALAMY STOCK PHOTO

The Big O before a big off

I always enjoy reading your magazine from cover to cover, but I particularly enjoyed Jack Burnicle's article in the December issue on Ronnie Tate and early 1960s scrambling. This article brought back many happy memories for me.

I grew up in north Staffordshire and in the early '60s and took in as many Cheshire centre scrambles as I could, using my bicycle as transport. I remember getting to meetings at Chatterley, Hatherton, Bowsey Wood and Mow Cop. I even got to Hawkstone Park on occasions. I remember being at Hawkstone when Dave Curtis on his Matchless won the 500cc British GP (I think he won both legs, beating all the Swedes and other top British men). I was also at Hawkstone Park in 1966 on the day that singer Roy Orbison attended and had a little ride on somebody's bike, promptly fell off and broke his ankle – but still went ahead to perform in his show that night. After all this time, I'm not sure if the Dave Curtis/Roy Orbison incidents occurred at the same meeting.

After getting my first bike, a 1953 250cc BSA C11G in 1963 I was able to travel in comfort to all the local scrambles. In the early to mid-'60s, there were several very good riders around the Cheshire centre. Allan Clough, Pat Lamper, John Griffiths and my favourite #57 Frank Yarwood – all these top men typically rode 250 Dot bikes, but I remember Allan Clough graduated to a factory Greeves bike.

At almost all the Cheshire Centre meetings, there was a catering food truck. I can't remember the name of the catering company, but they were from Tarporley in Cheshire – and they made the very best bacon butties.

John Prior, Parksville, British Columbia, Canada

Above: Roy Orbison on a Dave Bickers CZ at Hawkstone Park in March 1966, sporting the quality protective gear that led to a broken ankle. There is no confirmation that he was *Crying* afterwards, but as regards his motocross career, he was told *It's Over*

Left: Dave Curtis making scrambling memories on a Matchless

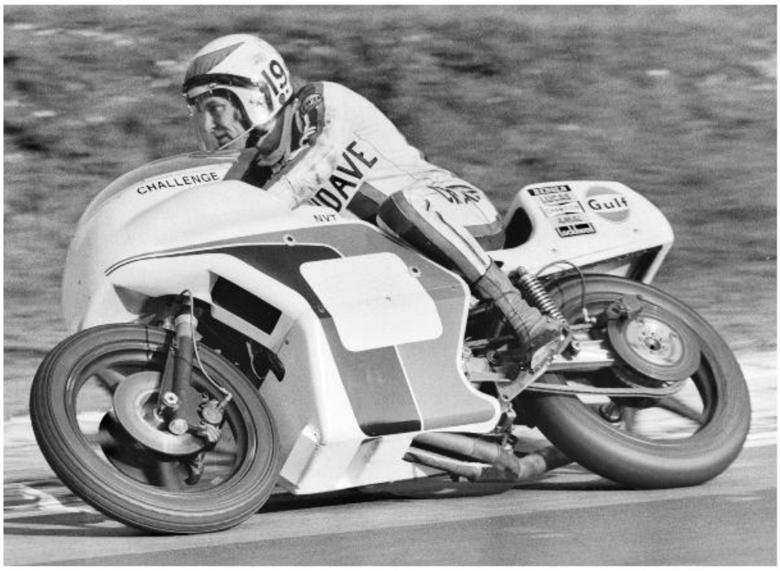
The Crox of the matter

The 'At lunch with... Dave Croxford' article in the January issue really made me smile. I met 'Crasher' Croxford at the Douglas Bay Hotel (long since disappeared) during the TT week in 1976 when the Norton Cosworth was entered. I met the mechanics while they fettled the Cozzie in the garaged quadrant at the hotel, where a load of works riders stayed at the time.

I recall the spanner men were not thrilled at Crox's nonchalant approach compared to 'their man' Peter Williams, whom they had held in such high esteem. When Crox was interviewed on Manx Radio after the reported 'pig on the course' incident, his comments must have gone down like a lead balloon with the spannering lads. I recall the Manx radio interview well, because TT fans thought it hilarious. I quote it as well as I can remember…

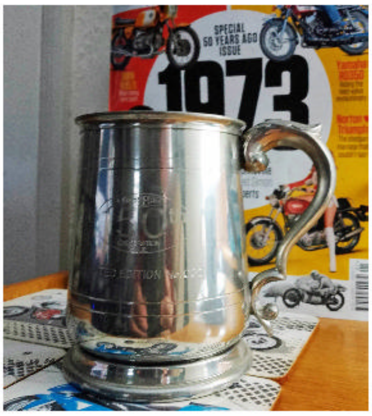
Manx Radio: We understand that during the first lap of practice, you were out on the Cosworth Norton and a farm animal got out onto the circuit as you were approaching?
Crox: Yeah, that's right – it were approaching top of Barregarrow, and a large pig reversed through a hedge onto the racing line.
MR: Goodness, that must have been quite unsettling for you. How did you avoid it?
C: Well, fortunately the pig decided to take off in the racing direction, going down Barregarrow.
MR: So what happened next?
C: Well, I gave it room… and just passed it.
MR: Wow! And did you see the pig again?
C: Oh, yes! That's when I really got upset – as I was nearing the dip at the bottom of Barregarrow, the bloody pig overtook me!

What a character!
Clive Hanham, via email



BAUER AUTOMOTIVE

Left: Dave Croxford, scanning the hedgerows for farm animals on the NVT Challenge in 1976



Left: Anyone else remember the *CB* 150th issue tankard? It looks a fine drinking vessel, but that's all we know about it

We'll drink to that

What a great issue the January 2023 one was. I came a little late to *Classic Bike* magazine in the late '70s and have been a reader/subscriber on and off ever since. I thought you might like to see the tankard I got that was produced in honour of the magazine's 150th issue. I'm afraid I can't remember exactly when that was issued – maybe the early '80s, perhaps you could tell me? It seems like a long time for *Classic Bike*, but it's been a hell of a ride – thanks to all your editors and staff.
Brian Silk

The 961 was born a classic

The letter by Paul Ballantyne about your article on the Norton 961 (*CB* December) just goes to show you can't please everyone, as everyone rightly has their own views.

I have in my garage several classic bikes, but pride of place in our house for the winter months is a Norton 961. When I have visitors, it draws more attention than any of my other bikes – I believe it was built a classic.

In a recent edition of *CB*, there was an article about the new Gold Star which was also very interesting. I have a DBD34 Catalina and although I have not seen the new Gold Star in the flesh, if it's anything like the standard of my Norton 961 I may well be buying one.
John Broadhead, North Wales
PS: My wife loves having the bike indoors.

Modern classic or classic modern?

I see the 'modern classic' question has been raised again (Letters, January). I have a 1978 Suzuki GS750 – every inch a classic bike, but it feels much more modern. I also have a brand new Royal Enfield 350 Classic which I love riding, as it feels like I'm back in the 1950s. True, it doesn't have half as much character as my old pre-unit 350 Bullet, but that had so much character I rarely actually rode it. The Classic gives me enough old vibes to enjoy while just getting on with the job; I ride it all the time. The 750 is clearly a classic, while the Classic clearly isn't, but it doesn't feel that way when you ride them – or read about them. The distinction is not clear cut when in the saddle.

I started reading *CB* when I bought the Classic, because you reflect the style of bike it puts me in the mood of. Personally, I like reading about both originals and retros in *CB*, but with the emphasis on old stuff.

While some people have very clear-cut views on what makes a classic and what doesn't, I think you should keep including a range of bikes that fit the classic ethos for a wider range of readers. More readers will help to secure the magazine's future – and we all want that to happen. We're all on the same side here. If that means skipping over an article or two on modern retros, then this is a small sacrifice.
Neal Owen, Kitten Clough, Halifax

ENGINEERS HEAVY DUTY STEEL WORKBENCHES

- Sturdy lower shelf
- Durable powder coated finish

Shown fitted with optional 3 drawer unit ONLY £188.39 INC VAT

FROM ONLY £289.98 EXC.VAT £347.98 inc.VAT

INCLUDES SINGLE LOCKABLE DRAWER

Model	Dims. LxWxH (mm)	exc.VAT	inc.VAT
CWB1500D	1500x650x985	£289.98	£347.98
CWB2001P	2000x650x865	£319.98	£383.98
CWB2000D	2000x650x880	£369.00	£442.80

Machine Mart®

65 SUPERSTORES NATIONWIDE

Britain's Tools & Machinery Specialist!

WORKBENCH WITH PEGBOARD

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (LxWxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

£89.00 EXC.VAT £106.80 inc.VAT

CWB-R1B

A choice of stainless steel or wooden worktops

Corner units in stock

MODULAR GARAGE STORAGE SYSTEMS

FROM ONLY £1299.00 EXC.VAT £1558.80 inc.VAT

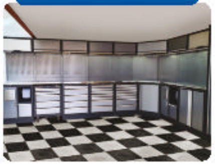
10 PACKAGES IN THE RANGE

✔ CREATE THE PERFECT FITTED GARAGE / WORKSHOP

✔ HEAVY DUTY, PROFESSIONAL PACKAGES

✔ ALL UNITS ALSO AVAILABLE SINGLY FOR CUSTOM BUILD

CUSTOMER PICTURES



HEAVY DUTY & PROFESSIONAL

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

① £169.98 EXC.VAT £203.98 inc.VAT

RUBBER GRIP SIDE HANDLES

② £319.00 EXC.VAT £382.80 inc.VAT

BLUE LINE INDUSTRIAL

BLACK GOLD LINE

Clarke CONTRACTOR

HUGE CHOICE OF HAND TOOLS

Model	Desc.	LxWxH (mm)	exc.VAT	inc.VAT
CBB203C	3 Dr step up	667x310x249	£94.99	£113.99
CBB205C	5 Dr chest	710x315x420	£159.98	£191.98
① CBB209C	9 Dr Chest	661x305x418	£169.98	£203.98
CBB210C	10 Dr Chest	710x315x475	£184.99	£221.99
CBB215C	5 Dr Cabinet	758x468x815	£287.00	£344.40
② CBB217C	7 Dr Cabinet	676x461x958	£319.00	£382.80

NB Overall length includes handles

32 PIECE SET

£59.98 EXC.VAT £71.98 inc.VAT

PRO378 PROFESSIONAL 1/2" DRIVE SOCKET SET

Clarke PREMIUM CHESTS/ CABINETS

① £174.99 EXC.VAT £209.99 inc.VAT

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

30KG MAX DRAWER LOAD

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

Model	Desc.	LxWxH (mm)	exc.VAT	inc.VAT
CLB600	6 Dr chest	660x305x365	£145.99	£175.19
① CLB900	9 Dr chest	660x305x475	£174.99	£209.99
CLB1005	5 Dr cabinet	685x465x795	£244.00	£292.80
② CLB1007C	7 Dr cabinet	676x461x955	£284.00	£340.80

② £284.00 EXC.VAT £340.80 inc.VAT

EXTRA LARGE EXTRA HEAVY DUTY

① £209.00 EXC.VAT £250.80 inc.VAT

BLUE LINE INDUSTRIAL

BLACK GOLD LINE

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

② £439.00 EXC.VAT £526.80 inc.VAT

EXTRA LARGE DRAWER PULLS

*Except on CBB231B & CBB230B

Model	Size	Desc.	Dims. LxWxH (mm)	exc.VAT	inc.VAT
① CBB306	36"	6 Dr Chest	910x305x47	£209.00	£250.80
② CBB315	36"	5 Dr Cabinet	927x416x985	£439.00	£526.80
CBB228B	41"	8 Dr cabinet	1126x468x1000	£619.00	£742.80
CBB224C	41"	14 Dr chest	1045x415x486	£389.00	£466.80
CBB231B	56"	9 Dr chest	1460x615x490	£659.00	£790.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£979.00	£1174.80

1.5M TALL

DIY & PROFESSIONAL

③ £79.98 EXC.VAT £95.98 inc.VAT

④ £269.98 EXC.VAT £323.98 inc.VAT

Clarke MECHANICS/ PROFESSIONAL TOOL CHESTS/ CABINETS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

- Superb quality & value for DIY & Professional workshops

Model	Desc.	LxWxH (mm)	exc.VAT	inc.VAT
MECHANICS RANGE				
① CTC600C	6 Dr chest	600x260x340	£99.98	£119.98
CTC900C	9 Dr chest	597x257x380	£94.99	£113.99
CTC500C	5 Dr cabinet	675x335x770	£154.99	£185.99
CTC800C	8 Dr chest/cab set	610x330x1070	£154.99	£185.99
② CTC700C	7 Dr cabinet	616x330x880	£179.98	£215.98
CTC1300C	13 Dr chest/cab	620x330x1320	£209.98	£251.98
PROFESSIONAL RANGE				
③ CTC103	3 Dr step up chest	672x310x250	£79.98	£95.98
CTC109	9 Dr chest	662x305x421	£147.99	£177.59
④ CTC105	5 Dr cabinet	685x465x790	£269.98	£323.98
CTC107	7 Dr cabinet	685x465x950	£309.00	£370.80

① £99.98 EXC.VAT £119.98 inc.VAT

② £179.98 EXC.VAT £215.98 inc.VAT

FROM ONLY £42.99 EXC.VAT £51.59 inc.VAT

Clarke BOLTLESS SHELVING / BENCHES

CHOICE OF 5 COLOURS

🟥 🟦 ⬜ ⬜ ⬜

RED, BLUE, GREY, SILVER & GALVANISED STEEL

- Simple fast assembly in minutes using only a hammer

150 KG PER SHELF Strong 9mm fibreboard shelves

350 KG PER SHELF Strong 12 mm fibreboard shelves

Model	Dims WxDxH(mm)	exc. VAT	inc. VAT
150kg	800x300x1500	£42.99	£51.59
350kg	900x400x1800	£59.98	£71.98

Clarke 5 DRAWER WORKBENCH

BEST SELLER

★★★★★ "Very sturdy. Ideal for any workshop or garage. Ample storage"

See www.machinemart.co.uk

EXTRA LONG 1700mm WORK TOP

CWB1700P £339.00 EXC.VAT £406.80 inc.VAT

HYDRAULIC MOTORCYCLE AND ATV LIFT

- Easy to use, foot pedal operated
- 4x wheels (2x with castors)
- 680kg capacity
- Inc. securing straps

£169.00 EXC.VAT
£202.80 inc.VAT

680

BEST SELLER

CML5

EASY TO USE WEBSITE

NOW OVER 21,000 PRODUCTS ONLINE!

For 15,000 hard-to-find, specialist items visit the Xtra section on machinemart.co.uk

Machine Mart
Over 15,000 Xtra products online
PAY Monthly
Over 300 new products and price cuts

FREE 484 PAGE CATALOGUE OUT NOW!

- IN-STORE
- ONLINE
- PHONE

0844 880 1265

HYDRAULIC MOTORCYCLE LIFT

450

£599.00 EXC.VAT
£718.80 inc.VAT

- Rubber pads on wheel clamps to protect wheels
- Safety locking device
- Hinged ramp for easy loading
- Table size 2200x685mm
- Fully mobile
- Max lift height 770mm

AIR ASSISTED VERSION ALSO IN STOCK FOR ONLY £766.80 INC. VAT

FOLDS FLAT FOR EASY STORAGE

CML3

DIESEL/PARAFFIN HEATERS

FROM ONLY £199.75 EXC.VAT
£239.70 inc.VAT

Ideal for fast efficient heating

- Extra-long run fuel tanks – up to 53 litres
- Variable heat output with thermostat control

XR80

model	MAX output	exc.VAT	inc.VAT
XR60	14.7kW	£229.00	£274.80
XR80	20.5kW	£279.00	£334.80
XR110	29.3kW	£329.00	£394.80
XR160	46.9kW	£419.00	£502.80
XR210	61.5kW	£479.00	£574.80

TURBO AIR COMPRESSORS

airmaster

- Superb range ideal for hobby & semi-professional use

FROM ONLY £129.98 EXC.VAT
£155.98 inc.VAT

TIGER 16/550

ALSO HUGE RANGE OF CLARKE AIR TOOLS AND SPRAY GUNS ETC

Model	Motor	CFM	Tank	exc.VAT	inc.VAT
Tiger 8/260	2HP	7	24ltr	£129.98	£155.98
Tiger 11/550	2.5HP	9.3	50ltr	£209.98	£251.98
Tiger 16/550	3HP	14.5	50ltr	£279.00	£334.80
Tiger 16/1050	3HP	14.5	100ltr	£349.98	£419.98
Tiger 11/260	2.5HP	9.3	24ltr	£149.98	£179.98

HYDRAULIC PRESSES

CSA30FP

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

* Available with/without 7 pce pin, bracket & pressing plate kit # Economy model

FROM ONLY £174.99 EXC.VAT
£209.99 inc.VAT

Model	exc.VAT	inc.VAT
CSA4B-4 tonne bench#	£174.99	£209.99
CSA10EP 10 tonne bench*	£194.99	£233.99
CSA12F 12 tonne floor*#	£379.00	£454.80
CSA20FBT 20 tonne floor	£499.00	£598.80
CSA30FPB 30 tonne floor	£998.00	£1197.60
CSA50FPB 50 tonne floor	£1859.00	£2230.80

MOTORCYCLE DOLLY

For storing & moving motorcycles & scooters • Max load capacity 567kg • Unique fold down ramps

£119.00 EXC.VAT
£142.80 inc.VAT

MCD1

ELECTRIC HEATERS

NEW

BEST SELLER

DEVIL 2850

DEVIL 7003

FROM ONLY £43.99 EXC.VAT
£52.79 inc.VAT

MODEL	VOLTAGE	HEAT OUTPUT	exc. VAT	inc. VAT
DEVIL 2850	230V	1.4-2.8kW	£43.99	£52.79
DEVIL 7003	230V	3kW	£76.99	£92.39
DEVIL 7005	400V	5kW	£98.99	£118.79
DEVIL 7009	400V	9kW	£152.99	£183.59
DEVIL 7015	400V	15kW	£229.98	£275.98

TURBO FAN GAS HEATERS

Offering low cost, efficient heating

DUAL VOLTAGE 230v 110 VOLT IN STOCK FROM £226.80

FROM ONLY £94.99 EXC.VAT
£113.99 inc.VAT

PROPANE GAS FIRED

MODEL	MAX OUTPUT kW	exc.VAT	inc.VAT
Little Devil II	10.3	£94.99	£113.99
Devil 700	14.6	£116.99	£140.39
Devil 900	24.9	£159.98	£191.98
Devil 1600	36.6	£189.98	£227.98
Devil 2100	49.8	£269.00	£322.80
Devil 4000	117.2	£479.00	£574.80

NO GAS/GAS MIG WELDERS

- Professional type torch with on/off control
- Turbo fan cooled
- Easy conversion to gas with optional accessories

MIG102NG

FROM ONLY £144.99 EXC.VAT
£173.99 inc.VAT

*no gas only

Model	Min/Max Amps	exc.VAT	inc.VAT
MIG102NG*	35/90	£144.99	£173.99
MIG106	40/100	£179.00	£214.80
MIG145	35/135	£239.00	£286.80
MIG196	40/180	£279.00	£334.80
MIG240	50/240	£499.00	£598.80

MMA & ARC/TIG INVERTER WELDERS

FROM ONLY £94.99 EXC.VAT
£113.99 inc.VAT

Model	Min/Max Output Current	Electrode Dia. (mm)	exc.VAT	inc.VAT
MMA80	20A-80A	1.6-2.5	£94.99	£113.9
MMA140A	20A-140A	1.6-3.2	£104.99	£125.9
AT133	10A-130A	2.5/3.2	£139.98	£167.9
AT162	10A-160A	2.5/3.2/4.0	£166.99	£200.3
MMA200A	20A-200A	1.6-4.0	£139.98	£167.9
AT135	10A-130A	2.5/3.2	£189.98	£227.9
AT165	10A-160A	2.5/3.2/4.0	£219.98	£263.9

DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY £99.95 EXC.VAT
£119.94 inc.VAT

B = Bench mounted
F = Floor standing

CDP102B

Model	Motor (W) Speeds	exc.VAT	inc.VAT
DP5EB	350 / 5	£99.95	£119.94
DP102B	350 / 5	£115.95	£139.14
DP152B	450 / 12	£209.98	£251.98
DP202B	450 / 16	£269.00	£322.80
DP352F	550 / 16	£349.00	£418.80
DP452B	550 / 16	£349.00	£418.80
DP502F	1100 / 12	£789.00	£946.80

MOTORCYCLE RAMP

- Lightweight aluminium folding motorcycle/loading ramp
- Anti-slip wheel grips

WEIGHS ONLY 7.5KG

MAR200B

200KG MAX LOAD

£79.98 EXC.VAT
£95.98 inc.VAT

METAL LATHE

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Gear change set
- Self centering 3 jaw chuck & guard
- Power feed

£699.00 EXC.VAT
£838.80 inc.VAT

CL300M

MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

GAS, TIPS, SHROUDS & WIRE IN STOCK

135TE

FROM ONLY £239.98 EXC.VAT
£287.98 inc.VAT

model	Min-Max Amps	exc.VAT	inc.VAT
PRO90	24-90	£239.98	£287.98
135TE Turbo	30-130	£294.99	£353.99
151TE Turbo	30-150	£339.00	£406.80
175TECM Turbo	30-170	£489.00	£586.80
205TE Turbo	30-185	£539.00	£646.80

ARC ACTIVATED HEADSHIELDS

- Activates instantly when Arc is struck
- Protects to EN379
- Suitable for arc MIG, TIG & gas welding

GWH7

FROM ONLY £39.98 EXC.VAT
£47.98 inc.VAT

SEE FULL RANGE IN-STORE/ONLINE

PARTS WASHERS

CAR MECHANICS BEST BUY

FROM ONLY £62.99 EXC.VAT
£75.59 inc.VAT

CW2D

CW1D

Model	Tank Cap.	Type	exc.VAT	inc.VAT
CW2D	10Ltrs	Bench	£62.99	£75.59
CW1D	45Ltrs	Floor	£159.98	£191.98
CWM20	22.5Ltrs	Floor	£209.98	£251.98
CW40	75Ltrs	Floor	£239.98	£287.98

MOTORCYCLE SHEDS

- UV treated & water proof cover for protection against rain and sun
- Rugged ratchet tight tensioning
- Heavy duty steel frame

CIS8612

FROM ONLY £86.99 EXC.VAT
£104.39 inc.VAT

Model	Size (LxWxH)	exc.VAT	inc.VAT
CIB635 NEW	1.86x0.98x1.58m	£86.99	£104.39
CIB755 NEW	2.20x1.57x1.63m	£104.99	£125.99
CIS666 NEW	1.8x1.8x1.8m	£129.95	£155.94
CIS788	2.4 x 2.4 x 2.1m	£199.98	£239.98
CIS8612	3.7 x 2 x 2.4m	£259.00	£310.80

SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

£29.98 EXC.VAT
£35.98 inc.VAT

LIFETIME GUARANTEE

PRO360

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

MICRO JUMP STARTS

FROM ONLY £39.98 EXC.VAT
£47.98 inc.VAT

JSM200

Model	Starts engines up to	Peak Boost	exc.VAT	inc.VAT
JSM180	3L	360A	£39.98	£47.9
JSM200	4L	400A	£55.99	£67.1
JSM300	6L	500A	£69.98	£83.9
JSM350	6L	500A	£87.99	£105.5
JSM400	6L	800A	£99.98	£119.9

BENCH BUFFERS/POLISHERS

- For a brilliant shine

FROM ONLY £84.99 EXC.VAT
£101.99 inc.VAT

Model	Dia. (mm)	exc.VAT	inc.VAT
CBB150	150	£84.99	£101.99
CBB200	200	£99.98	£119.98
CBB250	250	£179.98	£215.98
CHDB500	150	£129.98	£155.98

16 PC TAP & DIE SET

FROM ONLY £24.99 EXC.VAT
£29.99 inc.VAT

CHT203

MANY OTHER SETS

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm

CHT141

£29.98 EXC.VAT
£35.98 inc.VAT

OXFORD PADDOCK STANDS

- Suitable for most motorcycles
- Robust construction for complete rigidity
- Large steel tubing with bracing
- Padded handle
- Four wheels for maximum stability
- Inc. pads and forks

PRICE EACH £49.98 EXC.VAT
£59.98 inc.VAT

FRONT & REAR IN STOCK

PAY Monthly

NO DEPOSIT

- Spread the cost over 12,24,36,48 OR 60 months
- Any mix of products over £300 / Over 18, 24 or 36 months From only £300
- 14.9% APR, 10% Deposit* / minimum spend* 18.9% Rep. APR

5 MIN APPLICATION!

NEW SPECIALIST MOTORCYCLE TOOLS – SEE CATALOGUE, ONLINE AND IN-STORE

VISIT YOUR LOCAL SUPERSTORE

OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00

ARNSLEY Pontefract Rd, Barnsley, S71 1EZ	01226 732297
'HAM GREAT BARR 4 Birmingham Rd.	0121 358 7977
'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433
OLTON 1 Thynne St. BL3 6BD	01204 365799
RADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962
RIGHTON 123 Lewes Rd, BN2 3QB	01273 915999
RISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060
URTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708
AMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675
ARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424
ARLISLE 85 London Rd. CA1 2LG	01228 591666
HELTENHAM 84 Fairview Road. GL52 2EH	01242 514 402
HESTER 43-45 St. James Street. CH1 3EY	01244 311258
OLCHESTER 4 North Station Rd. CO1 1RE	01206 762831
OVENTRY Bishop St. CV1 1HT	024 7622 4227
ROYDON 423-427 Brighton Rd, Sth Croydon	020 8763 0640
ARLINGTON 214 Northgate. DL1 1RB	01325 380 841
EAL (KENT) 182-186 High St. CT14 6BQ	01304 373 434
ERBY Derwent St. DE1 2ED	01332 290 931
ONCASTER Wheatley Hall Road	01302 245 999
UNDEE 24-26 Trades Lane. DD1 3ET	01382 225 140
DINBURGH 163-171 Piersfield Terrace	0131 659 5919
EXETER 16 Trusham Rd. EX2 8QG	01392 256 744
GATESHEAD 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
GLASGOW 280 Gt Western Rd. G4 9EJ	0141 332 9231
GLOUCESTER 221A Barton St. GL1 4HY	01452 417 948
GRIMSBY ELLIS WAY, DN32 9BD	01472 354435
HULL 8-10 Holderness Rd. HU9 1EG	01482 223161
ILFORD 746-748 Eastern Ave. IG2 7HU	0208 518 4286
IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
LEEDS 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
LEICESTER 69 Melton Rd. LE4 6PN	0116 261 0688
LINCOLN Unit 5. The Pelham Centre. LN5 8HG	01522 543 036
LIVERPOOL 80-88 London Rd. L3 5NF	0151 709 4484
LONDON CATFORD 289/291 Southend Lane SE6 3RS	0208 695 5684
LONDON 6 Kendal Parade, Edmonton N18	020 8803 0861
LONDON 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
LUTON Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
MAIDSTONE 57 Upper Stone St. ME15 6HE	01622 769 572
MANCHESTER ALTRINCHAM 71 Manchester Rd. Altrincham	0161 9412 666
MANCHESTER CENTRAL 209 Bury New Road M8 8DU	0161 241 1851
MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
MANSFIELD 169 Chesterfield Rd. South	01623 622160
MIDDLESBROUGH Mandale Triangle, Thornaby	01642 677881
NORWICH 282a Heigham St. NR2 4LZ	01603 766402
NORTHAMPTON Beckett Retail Park, St James' Mill Rd	01604 267840
NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
PETERBOROUGH 417 Lincoln Rd. Millfield	01733 311770
PLYMOUTH 58-64 Embankment Rd. PL4 9HY	01752 254050
POOLE 137-139 Bournemouth Rd. Parkstone	01202 717913
PORTSMOUTH 277-283 Copnor Rd. Copnor	023 9265 4777
PRESTON 53 Blackpool Rd. PR2 6BU	01772 703263
SHEFFIELD 453 London Rd. Heeley. S2 4HJ	0114 258 0831
SIDCUP 13 Blackfen Parade, Blackfen Rd	0208 3042069
SOUTHAMPTON 516-518 Portswood Rd.	023 8055 7788
SOUTHEND 1139-1141 London Rd. Leigh on Sea	01702 483 742
STOKE-ON-TRENT 382-396 Waterloo Rd. Hanley	01782 287321
SUNDERLAND 13-15 Ryhope Rd. Grangetown	0191 510 8773
SWANSEA 7 Samlet Rd. Llansamlet. SA7 9AG	01792 792969
SWINDON 21 Victoria Rd. SN1 3AW	01793 491717
TWICKENHAM 83-85 Heath Rd.TW1 4AW	020 8892 9117
WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 937
WIGAN 2 Harrison Street, WN5 9AU	01942 323 785
WOLVERHAMPTON Parkfield Rd. Bilston	01902 494186
WORCESTER 48a Upper Tything. WR1 1JZ	01905 723451

5 EASY WAYS TO BUY...

- SUPERSTORES NATIONWIDE
- ONLINE www.machinemart.co.uk
- TELESALES 0115 956 5555
- CLICK & COLLECT OVER 10,500 LOCATIONS
- CALL & COLLECT SAME DAY

Calls to the catalogue request number above (0844 880 1265) cost 7p per minute plus your telephone company's network access charge. For security reasons, calls may be monitored. All prices correct

Kindred spirit

Jonathan Bentman's Norton Model 7 was inherited from his father – and reflects their shared joy of bikes

WORDS: JONATHAN BENTMAN

PHOTOGRAPHY: GARY MARGERUM
GRAHAM BENTMAN & JONATHAN BENTMAN ARCHIVE

Carlsberg & Kippers? Only the on the Isle of Man. Graham and his friend Veronica enjoying the delights of the Island with the Model 7 at the 2009 Manx GP

Kippers, Salmon & Bacon
Tel: 07624 496362
www.manxkippers.com
Facto
CARLSBE
KIPPER

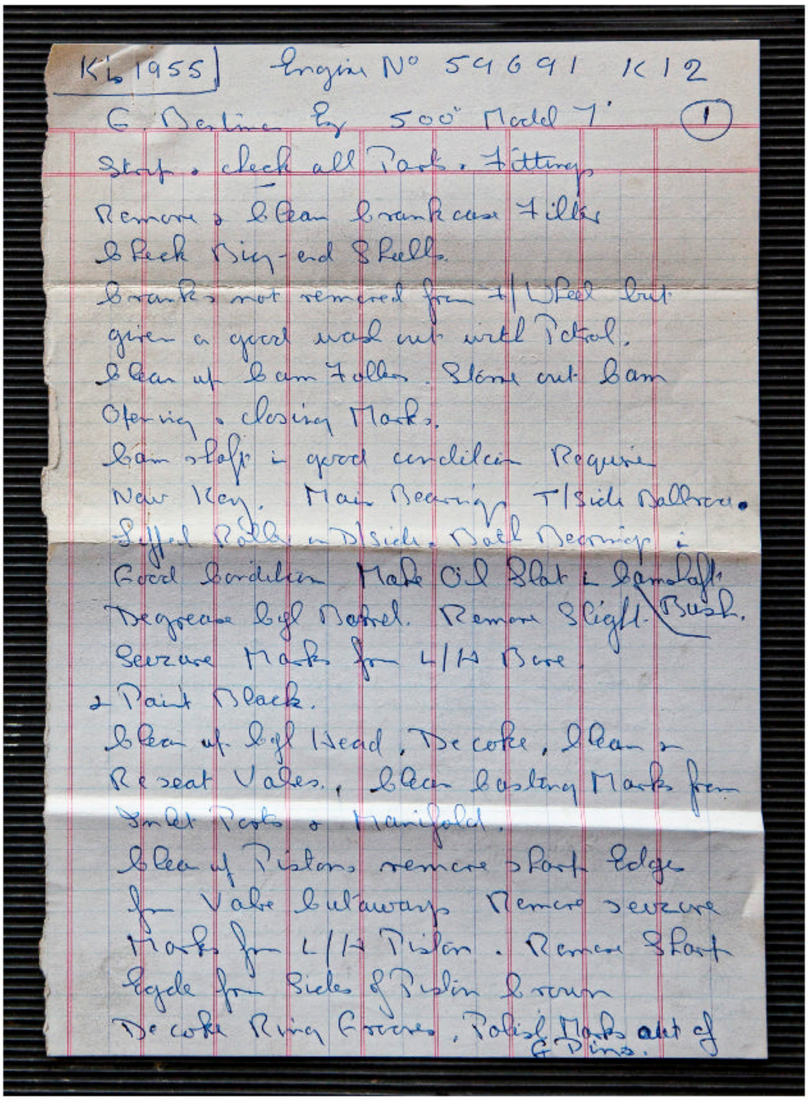
The restoration of this Model 7 Norton started in an old building site office my dad had rebuilt in our back garden in Twickenham in the 1980s. I had an adjoining shed where I spent my evenings fussing over a Yamaha 350LC and Fantic trials bike, while dad and his old school pal Colin French would work away on their restorations. They made a great team, despite having very different skills and characteristics – Colin was neat, fussy and good on finishes, dad was easy-going and a good mechanic.

Dad had been riding Nortons since he was 18, starting with a Model 88, and later rode and raced Commandos and Manx 350s and 500s. The Nortons took a step back in the mid-1970s when he moved on to TZs, Z1s, GSs and various-sized CBs – but he was never without a Norton, even if it was just a humble Model 50 for his daily commute.

The Model 7 arrived in 1981, bought as a runner for £175 – quite a bargain. Back then dad was very keen on classic restorations, having already started on an 88, and together with Colin had restored a Manx, a Velo Thruxton and a 1921 Harley-Davidson Model W – each winning awards at classic shows.

The Model 7 rebuild got off to a great start when dad engaged Phil Kettle to rebuild the engine. Phil worked with ace tuner Francis Beart for years, but was widely respected in his own right, and back in the early 1970s had annually refreshed the engines on dad's 350 and 500 Manx racers.

Jonathan acquants himself with the 7 on a quiet country road: gearchange on the right (one-up and three-down), left foot for the back (main) brake. Just as well there's only 29hp to contend with...



KL 1955 Engine No 54691 K12
C. Darline Eng 500cc Model 7' ①
Strip & check all Parts & Fittings
Remove & Clean Crankcase Filter
Check Big-end & Shells.
Cranks not removed from F/Wheel but
given a good wash out with Petrol.
Clean up Cam Follrs. Stone out Cam
Opening & closing Marks.
Cam shaft in good condition Require
New Key. Main Bearings T/Side Ballrace.
Fitted Roller on D/Side. Both Bearings in
Good Condition Make Oil Slot in Camshaft Bush.
Degrease Cyl Barrel. Remove Slight
Seizure Marks from L/H Bore.
& Paint Black.
Clean up Cyl Head, Decoke, Clean &
Reseat Valves., Clean Casting Marks from
Inlet Ports & Manifold.
Clean up Pistons remove Sharp Edge
from Valve Cutaways Remove seizure
Marks from L/H Piston. Remove Sharp
Edge from Sides of Piston Crown
Decoke Ring Grooves, Polish Marks out of G Pins.

'HE VIRTUALLY BLUEPRINTED THE ENGINE – HE PUT 47 HOURS INTO THE JOB, PLUS NEW PARTS, ALL FOR £80'

Phil's detailed, handwritten rebuild notes show he virtually blueprinted the Model 7's engine – he put 47 hours into the job, plus a fair few new parts, all for £80.

I recall popping into dad's shed to watch the engine going into the repainted frame, a moment celebrated with tea and biscuits. Mum always made the tea, but wouldn't bring it out – instead, she flicked the power switch in the kitchen that fed electricity to the sheds as a signal to collect the teas. My job, obviously.

Meanwhile, Colin – a chrome plater by trade – took away all the brightwork and returned the parts, sometimes months if not years later. Late but beautifully rechromed. I'm pretty sure Colin mislaid the odd part – there were always losses – but Dad and Colin were firm friends and these failings were understood and forgiven.

The story stalled as other restos took priority, then dad bought a motorcycle shop in East Sheen, London, which took up every hour for a good three years. Immediately after that, our family moved to the country, relocating to a derelict farm in deepest Wales where the farmhouse rebuild, sheep, cows and pigs took priority. And then other bikes – he had a passion for Gold Stars for a long while – jumped ahead of the Model 7 in the resto queue.

The first time the Model 7 became complete again was around 2008, nearly three decades after its stripdown. By this time, dad was done with building show-winners. Paintwork was now done in-house (literally – when mum passed away in 2002, the rule of law was over and he could bring his projects into the heated utility room). And in-house meant rattle can paint.

Rather than finishing to original, he specced as he saw fit. So the Model 7 sports a sidecar-spec two-into-one exhaust header – painted in heat-resistant matt black, not chromed. And as he found the original Model 7 seat uncomfortable, he found an alternative, which looks suspiciously like ES2. The rear wheel is probably later ES2 as well, being a full-width hub. Rivet counters would have fits.

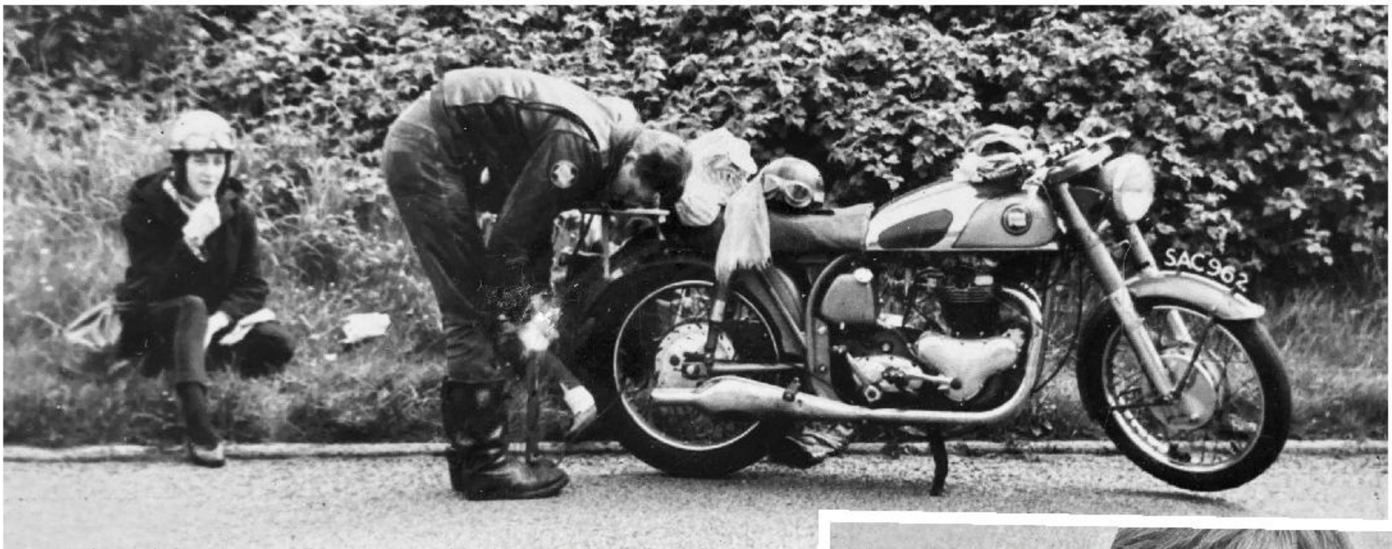
But it was up and running, and overall it was probably the healthiest of all his Nortons in these later years, so it was selected on numerous occasions for his annual TT or Manx GP visits – and I was with him when he rode the Model 7 to the 2011 Manx GP.

Continues on page 29 ▶

Left Top: Phil Kettle-fettled motor has done barely 2000 miles since the rebuild and is in rude health
Left bottom: Kettle's hand-written rebuild notes go on for four pages. The motor was virtually blueprinted, so no surprise it runs so strongly

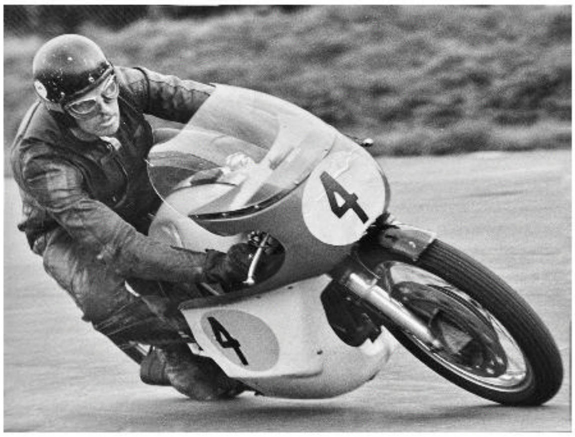
Dad's life on bikes

How Jonathan's father Graham lived the dream



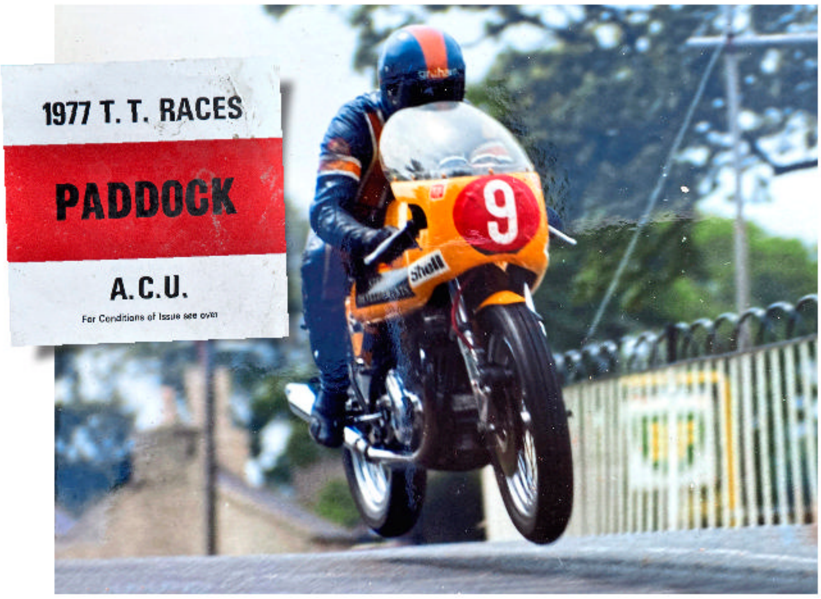
Graham and sister-in-law Blanche, circa 1960, with his first Dominator –and probably not his first (certainly not his last) puncture. Note World War II flying boots.

Right: Lydden Hill, 1970, on his 500 Manx. Graham was a short-circuit scratcher before he became a TT and endurance racer



Below: Racing to eighth place in the 1974 Production TT on a John Stewart Developments Commando

Above: Graham and wife Christine in 1973. Christine was time keeper, team manager, sponsor liaison... and more. She was there for every lap of his racing career – and was a wife and mother until her death in 2002

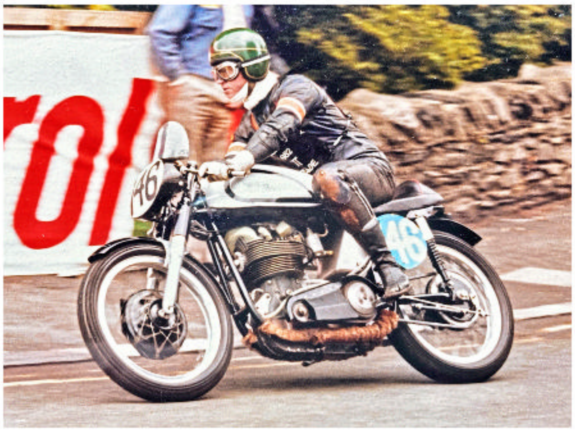


1977 T. T. RACES

PADDOCK

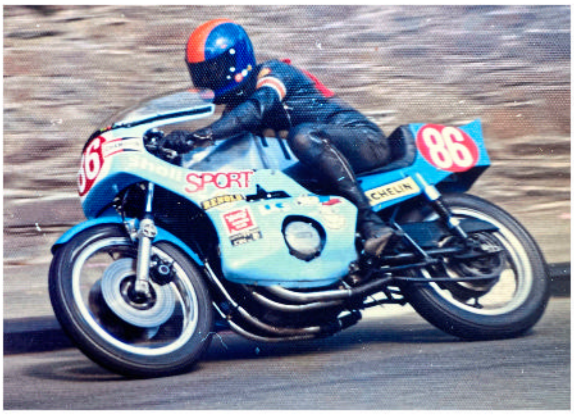
A.C.U.

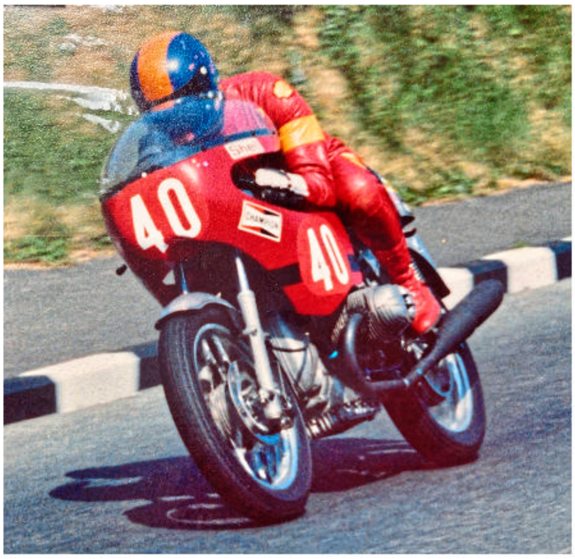
For Conditions of Issue see over



Above: This was taken on the 1982 TT parade lap – but Graham's 1961 Manx 350 was authentic down to the loft lagging wrap to catch lost oil

Production TT, 1976: 33rd place finish after 10 laps on the Agrati Sales Benelli Sei, co-piloting with Jock Copeland





Above left: 1975 Production TT, the Z1 ejected his co-pilot at the Gooseneck, but they finished

Above right: Resting between qualifying at the Nürburgring 8-hour with the Guy Sandall and Moriwaki P&M

Left: Ex-Gus Kuhn BMW at the 1978 F1 TT. Graham crashed it two weeks earlier – the IoM was no happier for the pair

Above: At the 1985 Production TT – Graham's last TT – gearbox issues resulted in a limp to the finish. But he loved the GPz900 all the same

Norton Model 7

Triumph set a new standard for production motorcycles shortly before World War II, with Edward Turner's impressive 1937 Speed Twin. Smooth and 90mph-fast, it was the first of a new generation that left the established production singles in its dust.

Post-WWII, the other British manufacturers knew they had to produce their own twins if they were to compete. In the end, Norton poached Triumph engineer Bert Hopwood – who had worked with Turner on the Speed Twin – and it was his engine that went into production in the Model 7 'Dominator'.

Norton was not Triumph, though, and certainly didn't have the financial clout, nor production capability. So when the Model 7 was revealed in late 1948, it was not all-new. Instead, the new engine was housed in the ES2 chassis, with its heavy single-downtube cradle frame and plunger-type rear suspension.

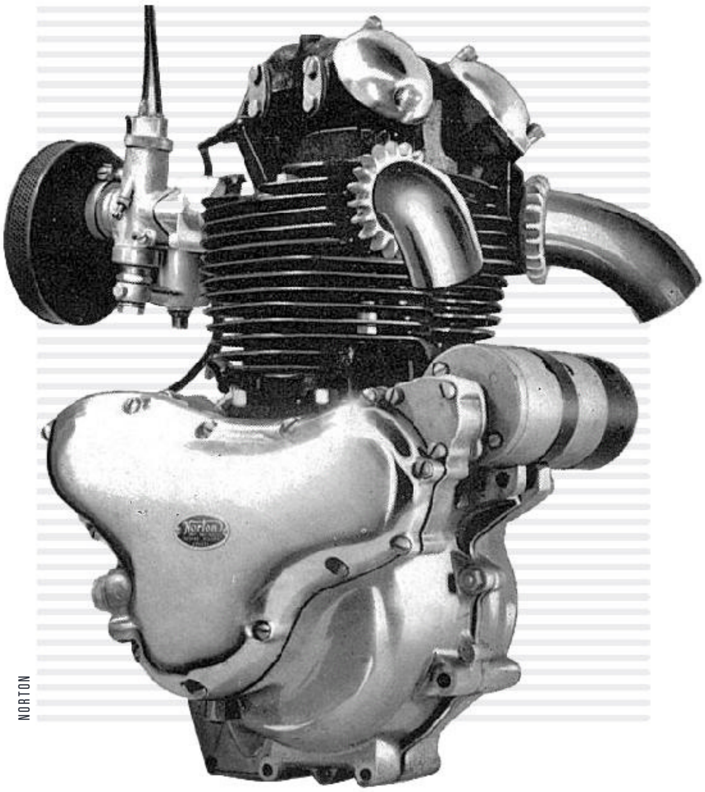
Hopwood's engine had a 360° crank, just like the Triumph, apparently because this was all the magnetos of the day could cope with. The vertically-split crankcase held a three-piece crankshaft with central flywheel and one roller and one ball-type bearing at each end – there was no centre bearing. The conrods rotated on shell bearings.

The camshaft ran across the front of the engine, with integral pushrods tubes in the cylinder casting leading to the overhead valves set in a one-piece cylinder head featuring splayed exhaust ports to help with cooling. A timing case on the right-hand side of the engine enclosed two gears, one for the Lucas K2F magneto (behind the cylinder), one for the camshaft – and off that another gear to the dynamo (in front of the engine). The motor was dry sump, with the oil tank taking four and a half pints of SAE30. Fuelling was via a single carburettor, a one-inch Amal Monobloc.

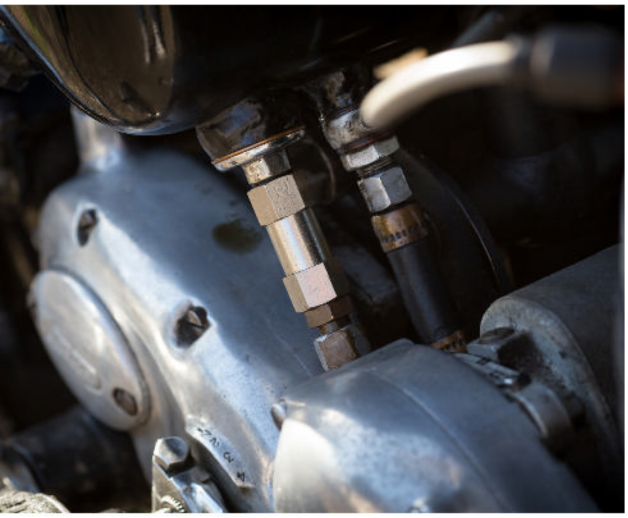
Primary drive was a single-row chain, leading to a multiplate clutch, both enclosed within a pressed-steel chain case. The four-speed gearbox was essentially a standard Norton 1930s unit, modified to fit the space behind the new engine. This caused it to be forever known as 'laid down', with the selector shaft moved from the top to the front of the gearbox casing – which improved the shifting.

The motor produced 29hp – limited by the 70-octane fuel of the immediate post-war era – but this was still good for 90mph.

The Model 7 saw a few modifications in its time, notably a change to swingarm type suspension in 1952. However, that year the racy Featherbed-framed Model 88 arrived on the scene. The Model 7 lived on – but it was very much overshadowed until 1955, when it was touted as the ideal sidecar power unit.



NORTON



Clockwise from top left: The Model 7's tool kit is a jumble of old tools, rags and rubber; a very exciting sticker in 1952; oil feed and return connectors and banjo – neatly nickel plated by friend Colin; two-into-one exhaust makes 29hp sound like 58, rear hub is probably non-standard

> **'WE PARKED IT OUTSIDE HIS WINDOW AND GAVE IT A GOOD REV. IT MADE HIM SMILE'**

Sadly, around four years ago, Parkinson's Disease started to make inroads into both his dexterity and mobility, ending many of his projects mid-build. In the last year before he died, in July 2021, cancer took a savage hold. Dad had escaped from some serious crashes in his time – notably a 130mph bounce down Sulby Straight – and near the end he reflected: "I'm thankful I made it this far, never thought I'd be here still – but I wouldn't mind another year."

The day before he passed away, aged 79, we parked the Model 7 outside his bedroom window and – having warmed it up – gave it a good rev or three. It brought a smile to his face. "Sounds sweet..." he whispered.

Back on the road

Dad and I agreed I'd keep his Model 7 after he was gone. Of all his bikes, it was the one I felt the most attached to – it had been there with dad, Colin and me in Twickenham, in those good times in the '80s. As he quit racing, I started – and he supported me with my Suzuki RG250. I remember the joint pride we felt much later when he watched me race at Phillip Island in 2001 in the Australian Formula Extreme series. "That's my boy," he said. His old pal Colin had been there, too – and the Norton connected me to the pair of them. Colin in the lustrous chrome, dad in every part – right down to his handwritten labels on the wiring.

NORTON MODEL 7 DOMINATOR (1955)

ENGINE/TRANSMISSION Type Air-cooled, four-stroke, parallel twin **Dimensions** 66 x 72.6mm **Capacity** 497cc **Output** 29hp at 6000rpm **Compression ratio** 6.75:1 **Carburation** One-inch Amal Monobloc **Clutch** Wet multiplate **Gearbox** Four-speed **CHASSIS Frame** Tubular, cradle type **Front suspension** 'Roadholder' telescopic forks **Rear suspension** Twinshock **Brakes** Front 7 x 1.25in drum, single leading shoe, **Rear** 7 x 1.25in drum, single leading shoe

Above: Under-stressed engine and chassis, over-stretched brakes – on balance a nice ride, says Jonathan

Having been brought up on modern Japanese machinery, recommissioning a 67-year-old Brit bike was quite a step. Thankfully, dad's great friend Graham Halliday-Saddler kindly said he'd help out. It rode like it had a hinge in the middle, and the brakes were hopeless. The rear brake simply needed a clean, but the front brake took more effort, with Graham fabricating a new brake arm to increase the leverage.

We traced that 'hinge feeling' to play in the swingarm. After removing the chaincase – noting the primary chain had not one but two split links in its run – we found the culprit. One pinch-bolt from the left side of the swingarm pivot was missing, the second was held by the last thread. Graham chuckled: "For years your dad thought the frame was cracked or broken. We probably did three Manx trips with it like that – he'd search for the crack but find nothing, then the next year would come around and he still hadn't fixed it. He'd laugh to know it was just two loose bolts. Still, the Model 7 always went well and never let him down."

Right: Graham's life-long friend, Graham Halliday-Saddler, checking out the Model 7's wiring – all good save for the dyno

Graham then checked over the electrics. The dynamo, despite positive tests, so far refuses to charge the battery. For now, we have a well-charged battery, and if you ride only using the brake light, it's enough.

So I'm riding it. Being used to modern bikes, it takes some mental gymnastics, but the more I ride it the more I relax. Slow, deliberate gearchanges. Braking 90% with the rear. Avoiding potholes and bumps. And the engine is a sweetheart – it's surprisingly nippy, reaching 50mph quite sharply and will cruise at that speed comfortably. Any faster, and I'm not sure I'd ever get it stopped.

Part of me wants to change a few things. I'd like polished alloy mudguards to make it look sportier – and I wouldn't mind a full width front hub and an 88-type brake, just for a little more retardation. And should I fit a set of chrome headers? I'm not sure, but I wouldn't do anything that's not reversible. I'm looking after the Model 7 for him, but it'll always be dad's bike.

GLENDALE

STATE FARM STADIUM • GLENDALE, AZ • 100 MOTORCYCLES
MARCH 28-APRIL 1, 2023

HARLEY DAVIDSON

CONSIGN OR REGISTER TO BID

THE WORLD'S LARGEST SELLER OF ANTIQUE MOTORCYCLES

MECUM AUCTIONS

THE EXPERIENCE BEGINS AT MECUM.COM
For complete auction consignment or bidding information, visit Mecum.com or call 262-275-5050

AZ License 50002498D

MOTORTREND TV
MOTORTREND+

ZEROFIT

THE WORLD'S WARMEST BASELAYER®

Japanese baselayer brand Zerofit has created a range of game-changing products that ensure a cold, hard winter won't come between you and getting that latest classic bike restoration closer to completion and onto the road. Designed by a passionate team of innovators and baselayer specialists, the Zerofit Heatrub Ultimate is the most technically advanced baselayer on the planet and completely different to any other product you've ever worn before.

WHAT MAKES IT SO GOOD?

1. It's five times warmer than a standard baselayer

That is quite a claim, but it's a fact. Tested at the iconic Boken Institute in Osaka, the Heatrub Ultimate baselayer recorded a Heat Retention Rating of 0.78; a standard baselayer would have a rating of between 0.1 to 0.14. And for reference, a jumper would typically have a rating of 0.3. The Ultimate performs best in a temperature range of -10º Celsius thru 10º Celsius – so even in the coldest of conditions in your shed, garage, workshop and then onto the road, it has got your back.

2. Instant warmth the moment you put it on

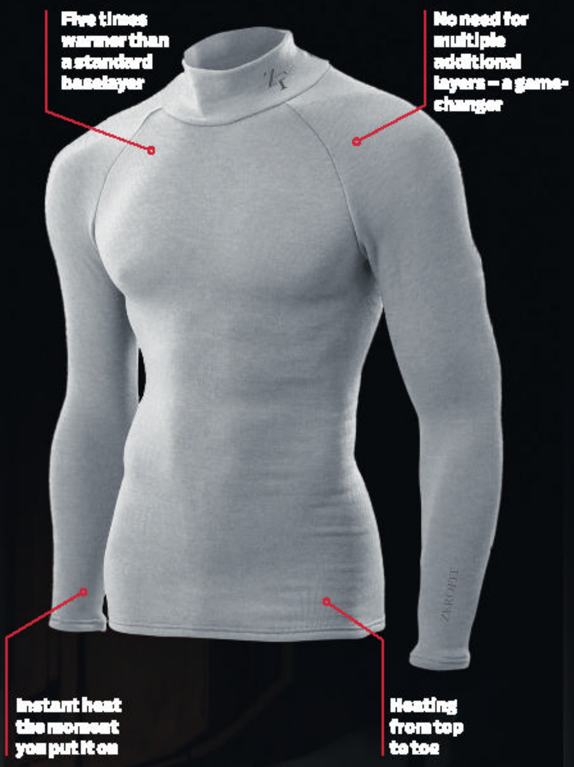
A standard baselayer traps body heat between your skin and the material, so it takes a little time before you feel the benefits. With Zerofit, five separate fabrics, along with a patented knitting process, create instant warmth as soon as you pull it on. We don't engineer our products with compression for heat as a technology, unlike other brands. The unique fabric mix means you don't need the tightness in order for it to work, making it super comfortable too.

3 Fewer layers, greater warmth and freedom to move

The Ultimate is the ideal product for people who dislike traditional tight baselayers. Over the years, you may well have 'layered up' in order to combat the effects of cold weather. This is where we are changing the game. The Heatrub Ultimate is so good at keeping you warm, you won't need multiple additional layers, giving you greater freedom to stretch, move and work on your masterpiece more easily. In short, fewer layers yet greater warmth.

4 Heating from top to toe

Innovative 'Heat Threads' positioned on the inside of the garment gently rub against your skin as you move, which creates positive warmth across your body, and this instant heat is retained while you're wearing the baselayer. We also produce Heatrub Ultimate Leggings and Heatrub Ultimate Socks that are made from the same material and work in exactly the same way, so you can have top-to-toe warmth with Zerofit.


Five times warmer than a standard baselayer
No need for multiple additional layers – a game-changer
Instant heat the moment you put it on
Heating from top to toe

Trustpilot ★★★★★

mcia

READER OFFER!
Buy any Zerofit baselayer and receive a FREE THERMAL BOBBLE HAT
Worth £20 using code FREEHATCB at checkout

Zerofit Heatrub Ultimate baselayer (available in Black, White, Grey, Green, Navy and Red) – £55
■ Zerofit Heatrub Ultimate leggings (available in Black) – £55 ■ Zerofit Heatrub Ultimate socks (available in Black) - £25

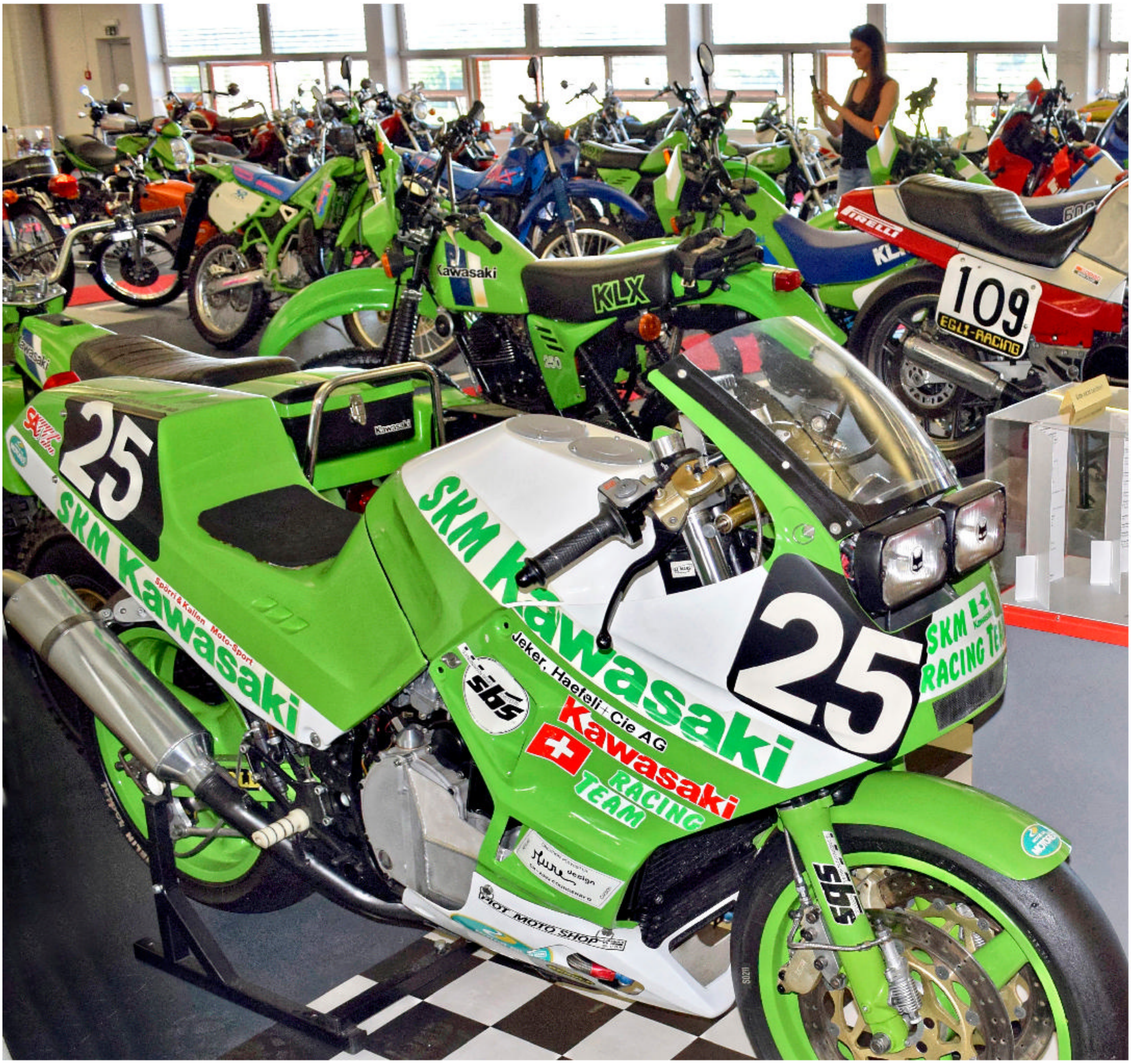
FOLLOW US! @ZerofitUKIRE Instagram: @zerofiteurope **FOR MORE DETAILS, PLEASE CONTACT info@zerofit.co.uk**

SEE THE FULL RANGE AT WWW.ZEROFIT.CO.UK

Swiss bike bank

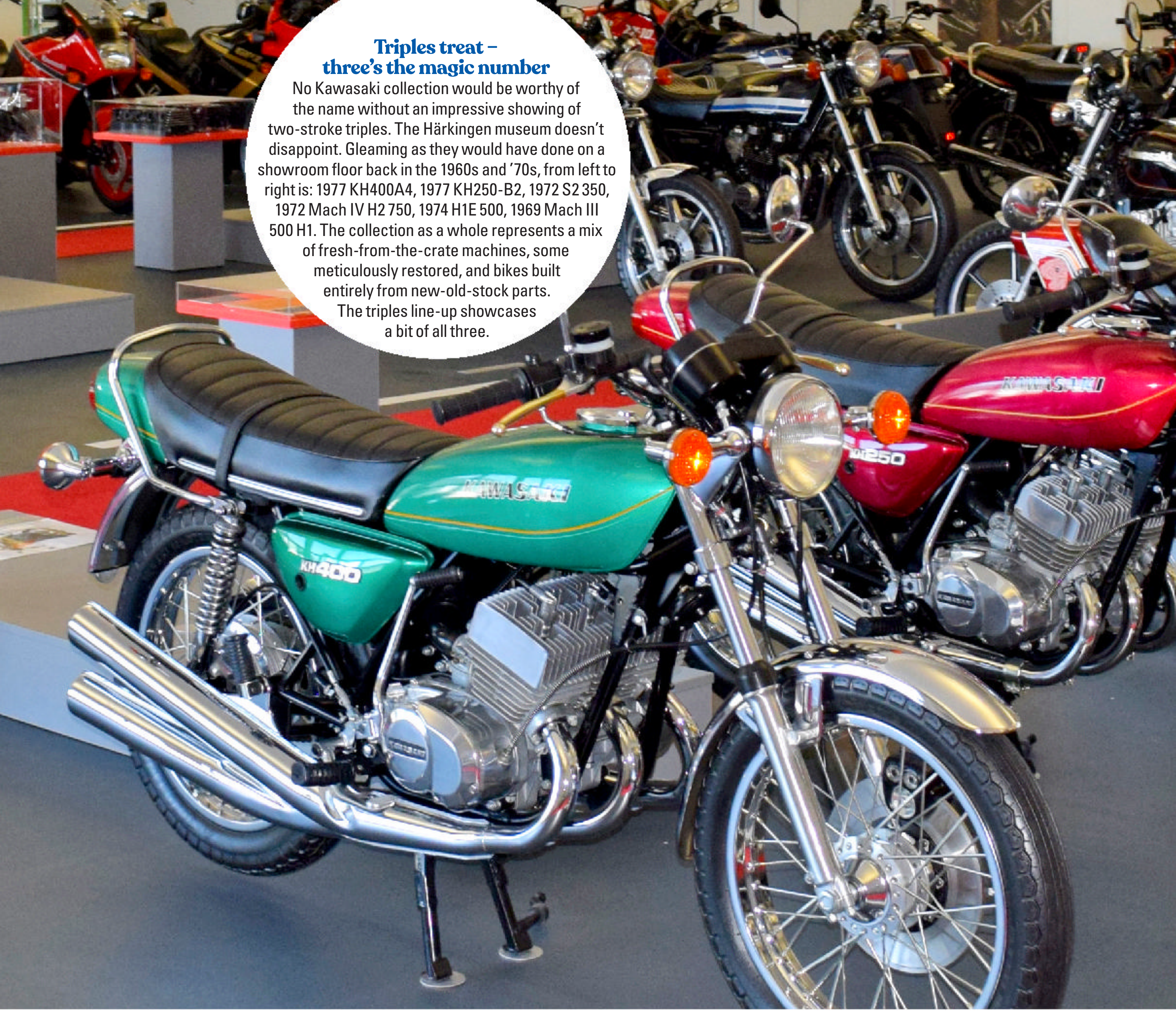
Housing 91 bikes – some straight from the crate, restored models and some built from NOS parts – admission to this Kawasaki museum in Härkingen is by invitation only. Luckily, we got an invite

WORDS & PHOTOGRAPHY: JIM MOORE



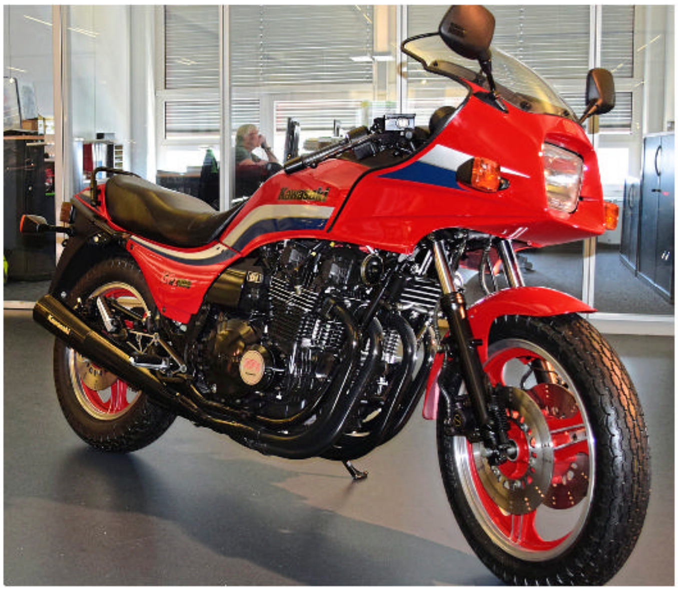
1987 SKM Racing endurance spec GPX750R

Before World Superbikes were a thing, endurance racing and TT-F1 were the prestige four-stroke racing classes. This 1987 GPX750R, built by SKM Racing in Wünnewil, Switzerland, was campaigned in numerous international endurance events during '87 and '88. Unfortunately, records of its success or otherwise disappeared when SKM folded as both a dealership and a racing team, but this GPX's spec – complete with race-kitted engine (the first of its kind offered by Kawasaki for any model), Marvic wheels, period Brembo discs and calipers, twin filler tank, dual headlamps and one-off lightweight bodywork – still delights.



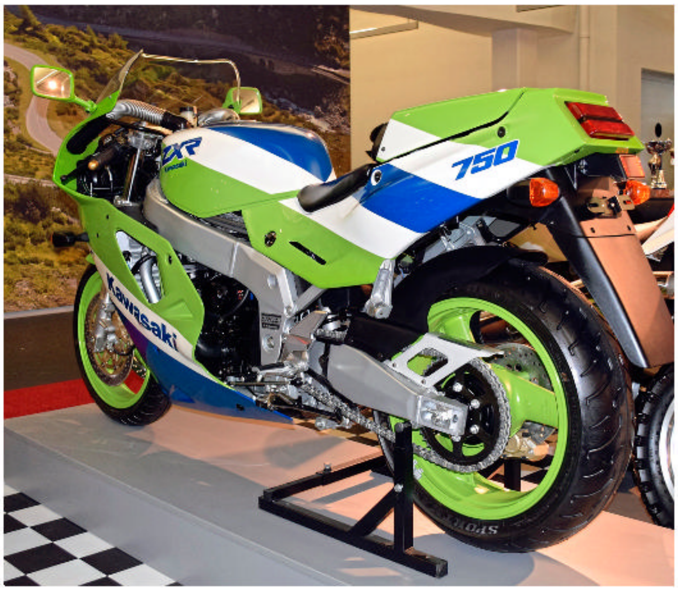
Triples treat – three's the magic number

No Kawasaki collection would be worthy of the name without an impressive showing of two-stroke triples. The Härkingen museum doesn't disappoint. Gleaming as they would have done on a showroom floor back in the 1960s and '70s, from left to right is: 1977 KH400A4, 1977 KH250-B2, 1972 S2 350, 1972 Mach IV H2 750, 1974 H1E 500, 1969 Mach III 500 H1. The collection as a whole represents a mix of fresh-from-the-crate machines, some meticulously restored, and bikes built entirely from new-old-stock parts. The triples line-up showcases a bit of all three.



1983 GPz1100A1

The first GPz1100s, the B1 and B2, were basically Z1000s in fancy paint. The 1983 GPz1100A1 (yes, the model numbers run backwards) was the real deal, with a monoshock chassis, less weight, more power (a claimed 120bhp) and the most sophisticated fuel injection on a production bike of the time.



1990 ZXR750H2

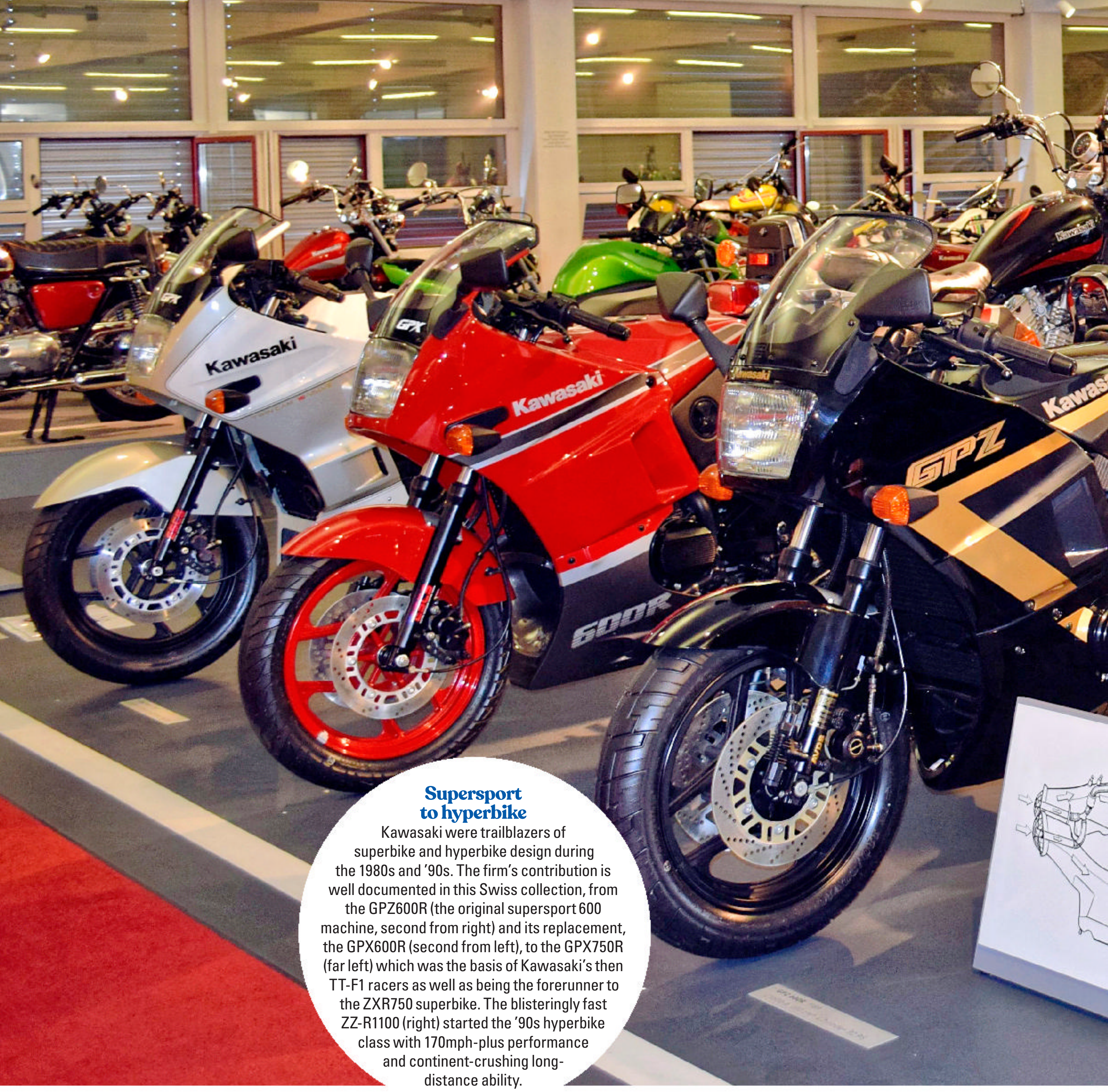
The 1989 ZXR750H1 was a 'poor man's Honda RC30', in the best sense of that phrase. It was as fast, looked just as trick, yet was half the price of the exotic V4. This H2 model ZXR was even better than the H1, gaining much of original's race-kit engine internals as standard, and a stiffer swingarm.

Z400 engine

The twin-cylinder Z400 wasn't Kawasaki's finest hour. It lacked the drama and glamour of the firm's big inline fours, and the exciting rawness of its two-stroke triples. The Z400, launched first as the KZ400 in the US, was introduced as a sohc, five-speed roadster in 1975 before gaining an extra ratio in '78 (the B model) and eventually getting an extra 40cc in 1980 in the Z440 LTD street custom.

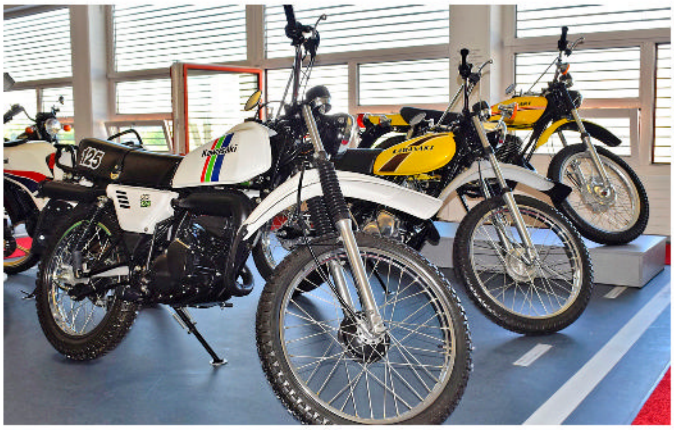
1978 Z1-R

The Z1-R is more revered in Japan than the original Z1, and this one is incredible. It's never been started or even filled with oil, and is original down to the part that every Z1-R owner covets – the kickstarter kept safely under the seat, should the electric start fail to coax the 1015cc inline four into life.



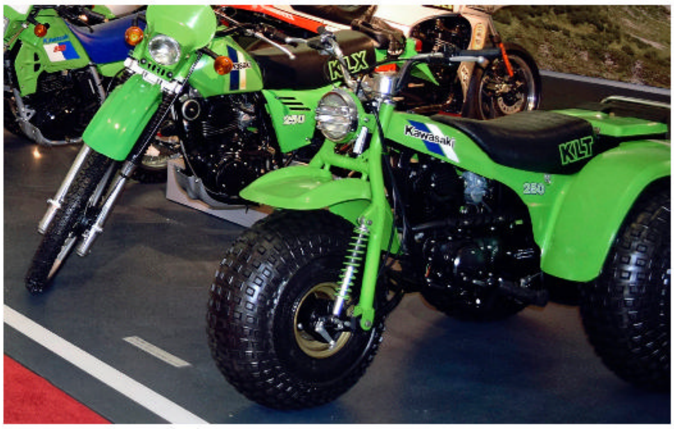
Supersport to hyperbike

Kawasaki were trailblazers of superbike and hyperbike design during the 1980s and '90s. The firm's contribution is well documented in this Swiss collection, from the GPZ600R (the original supersport 600 machine, second from right) and its replacement, the GPX600R (second from left), to the GPX750R (far left) which was the basis of Kawasaki's then TT-F1 racers as well as being the forerunner to the ZXR750 superbike. The blisteringly fast ZZ-R1100 (right) started the '90s hyperbike class with 170mph-plus performance and continent-crushing long-distance ability.



1983 KE125, 1976 KE125, 1973 F11

Kawasaki's KE two-stroke trailies were never quite as cool as Yamaha's DTs, but often came in more desirable colours, like this polar white 1983 KE125-A10 and bright yellow 1976 KE125-A3. At the back is a 1973 F11 250.



1982 KLT250

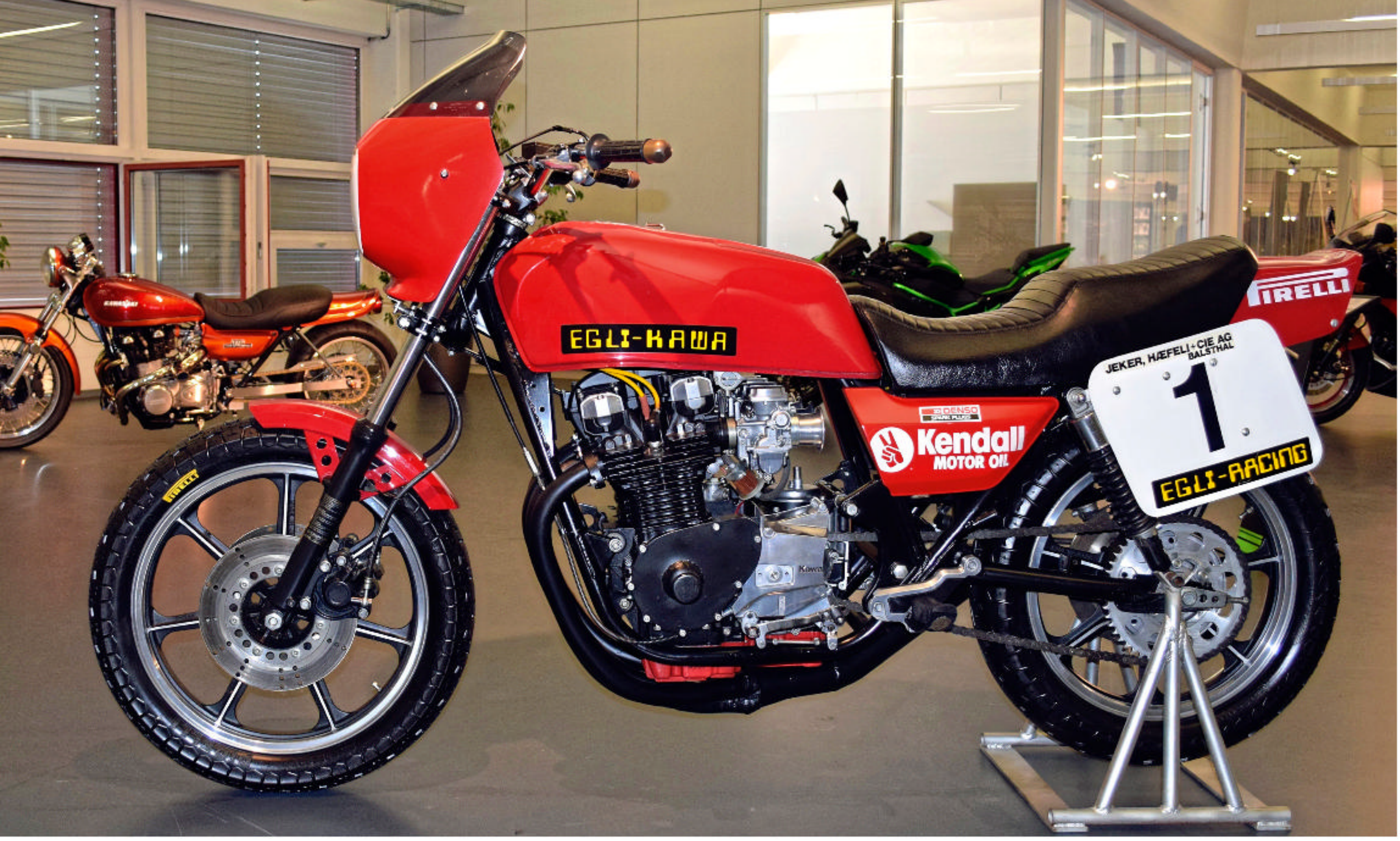
Kawasaki's largest four-stroke trike, the KLT250, was a leisure machine in Europe. But in America and Australia, it was marketed as a working machine for farmers, with optional extras including crop sprayers and a gun rack.

1982 AR125-A1

Polar White Swedish-spec AR125-A1 (21bhp two-stroke single with combined reed-valve and disc-valve induction) tops the collection's AR inventory. Rare AR80-A1 and AR50-A1 models also feature.

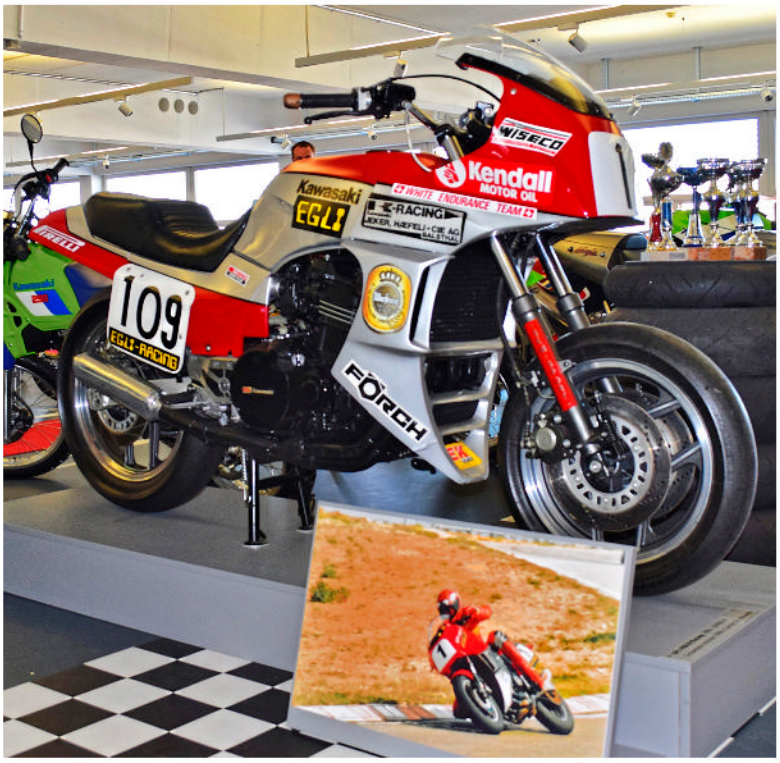
1981 AE80-A1, 1977 KH125-A1

The AE80-A1 is a trail version of the more familiar AR80, using the same 9.8bhp air-cooled two-stroke single. The bright orange beauty is a 1977 KH125 A1, small single-cylinder sibling to the legendary 250cc-plus triples.



1982 Z1000J Egli hill climb racer

Circuit racing was banned in Switzerland in 1958, following the fall-out from the horrific crash at the 1955 Le Mans 24 Hour which took the lives of 85 people and injured almost 100 more. But where there's a will there's a way, and while circuit racing was banned, hill climb events were not. This 1982 Z1000J was built by Egli Racing to compete in just such events, taking rider Christian Monsch to Swiss champion status in that year and also in 1983. Note the massively oversized rear sprocket for maximum off-turn acceleration.



1984 GPz900R Egli racer

Another Egli-built racer piloted by Christian Monsch, this time for the 1984 season in which he retained his Swiss championship title for the third year running. Original clip-ons have been swapped for wide bars to help Monsch push the GPz down into the turns, while slick tyres offer considerably more grip than the antique Pirellis on his previous Z1000J. The front mudguard and belly pan were binned in order to save weight and channel more air towards the radiator.

1980s KX125/250

Kawasaki's off-road efforts are represented in the collection by mainly early '80s KXs that, incidentally, would be perfect for a spot of classic motocross action (early liquid-cooled, monoshock bikes like the 125s and 250s pictured are eligible).

1980 Kawasaki Z1000H

Kawasaki was first to market with a fuel-injected superbike, the 1980 Z1000H. The public were suspicious, however, and sales were disappointing, so it disappeared from the range after only a year. But Kawasaki brought the technology back only a year later in the far more bombastic Z1100GP (or GPz1100B1 as it's more commonly known) and continued to flirt with and perfect the technology further with the improved GPz1100A and Z750GP.

SILVERSTONE
AUCTIONS

Entries invited for our dedicated motorcycle auctions

Silverstone Auctions 2023 calendar of motorcycle sales

17th – 19th February	MCN London Motorcycle Show Sale	ExCeL Centre, London
12th – 14th May	Devitt MCN Festival of Motorcycling Sale	Peterborough
22nd – 23rd July	Shuttleworth Motorcycle Sale	Shuttleworth, Beds
10th – 12th November	The NEC Classic Motor Show Sale	The NEC, Birmingham

Contact our motorcycle specialists to discuss selling with Silverstone Auctions or registering to bid

SCAN ME

BE THERE. BID THERE. BUY THERE.

+44 (0)1926 691 141 | silverstoneauctions.com

@silverstoneauctions

CHARM OFFENSIVE

Fancy a BMW, but don't want to go the usual GS route? An R80ST makes an oddly endearing mile-muncher

WORDS: RICHARD FINCHER. PHOTOGRAPHY: CHIPPY WOOD & BMW

It may be derived from BMW's original adventure bike, the R80G/S, but the limited-run ST carves a very different niche

BMW has been developing and relentlessly growing the concept of the adventure bike for the past 40 years. Over that time, this giant trail-bike niche spawned several bastard offspring – one of which sprang directly from the same place as 1980's original R80G/S.

The R80 ST is a rare example of a sort of double-reverse engineering. It's derived directly from the R80G/S, which famously originated as a backroom project based on the R65 street bike. The G/S (it stands for Gelande/Strasse translating as 'off-road/street') used an R65 cradle frame – lighter than that of the R80/7 and R100 – with the single-sided Monolever swingarm. The ST – that's the slightly longer shorthand for 'Strasse' – got back the R65's clocks and forks and added a 19in front wheel. So in effect it's almost going back to where the model started.

So what's an ST actually for? BMW already had plenty of decent road machines in their line-up with the R65, R80/7 and touring RT version, R100s including the RT, unfaired 'sporty' CS and the somewhat feeble R45 (in case you needed to spend quite a lot of money going somewhere very slowly).

Below: BMW's advertising reflected the ST's provenance

THE BMW DESIGNED FOR THE ROUGH
IS NOW READY FOR THE SMOOTH.
THE ULTIMATE RIDING MACHINE

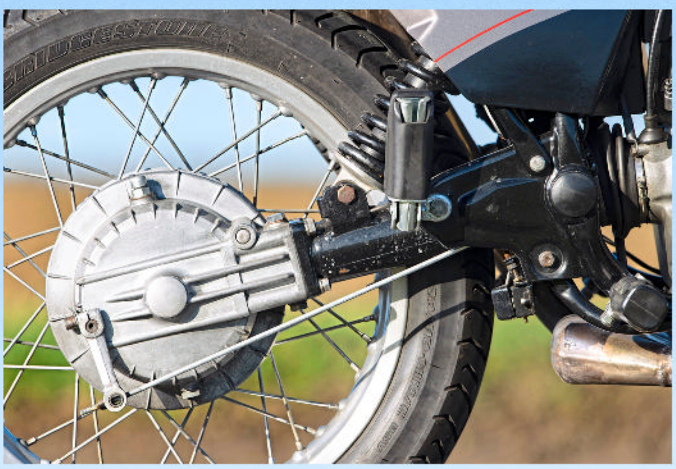
It soon became clear that the relatively lightweight, nimble and increasingly popular G/S was mostly being used on the road. What better plan than to make a road-focused version of BMW's street bike-based off-road motorcycle!

If the idea of a decently pokey, relatively light bike appeals, it's not a surprise to discover that, on the model's launch in 1982, the press in both Germany and the UK were very enthusiastic. Jim Lindsay of *Motorcycle Mechanics* – then one of *CB*'s stablemates – was photographed hoisting a very respectable wheelie and proclaiming it was the best bike BMW had made. The BMW archive refers to how popular the ST was when road tested, so how does this bastardised Beemer fit in these days?

The looks are just about balanced, though not to everyone's taste. That smaller frame, high exhaust and skinny Monolever swingarm make for a bike with a tight centre – the front wheel in particular looking slightly detached from the visual mass. The close-fitting front mudguard and chunky clocks tweak the looks to 'quirky', offset by a sober metallic grey or red paint job that disguises the size of the remarkably large 19-litre tank. It's taken from the R65 rather than the G/S, as is what seems to be an oversized seat that rests on the G/S's plastics rather than the 65's chrome. Pore over the photographs on these pages and make your own mind up, but to me the bike looks very slightly odd. It's almost as though someone got two bikes and mixed them up.

'IT LOOKS VERY SLIGHTLY ODD. AS IF SOMEONE GOT TWO BIKES AND MIXED THEM UP'

It's a feeling which increases when you head over to get on and ride the bike. As you approach the ST, it looks quite small, right to the point when you sit on the accessibly-heighted seat and reach for the narrowish, perfectly-placed 'bars. All very neat, compact and slender. Then you look



Clockwise from top left: The seat lifts off with a push of this button located on the rear fender; the three automotive-type lug nuts hold the rear wheel in place – remove them and the wheel pulls away easily; clocks were borrowed from the R65; single-sided Monolever swingarm with right-mounted cantilevered gas shock – the swingarm also acts as the driveshaft

Clockwise from top left: adjustable height pillion pegs are a neat touch; lots of fun to be had with BMW's idiosyncratic control systems; the tank has a deceptively large capacity – 19 litres should get you a good way down the autobahn; twin discs upfront are probably an aftermarket add-on – brakes come on strongly, easily overpowering the suspension

down with some surprise to find these two whopping great cylinders poking out. This is not odd when riding a BMW twin – I have a modern one with larger, wider cylinders, but for some reason the ST is so neatly packaged that the protuberances are unexpected. They're also not that apparent when looking at the bike from any angle other than above, directly ahead or astern.

The prominent motor is at its most noticeable when starting up the engine, certainly on the first start of a brutally cold morning. Full choke sees the engine churn for a good few rotations before the first cylinder catches, which isn't quite enough to keep it spinning… so the starter is kept pressed in until both catch. The charging light flickers out as the revs climb over 1600rpm and suddenly all is smooth. The big collector box and single silencer quieten down the exhaust noise to an off-beat thrum, and then we're clunking into first and away. There's no loafing around for the engine to warm up, because BMW protocol dictates that boxer twins are started and ridden straight away. It's to do with getting airflow over the cylinders to prevent hot spots, apparently.

'THE SMOOTH ENGINE SLIDES UP TO A 70mph CRUISE AT 5000rpm'

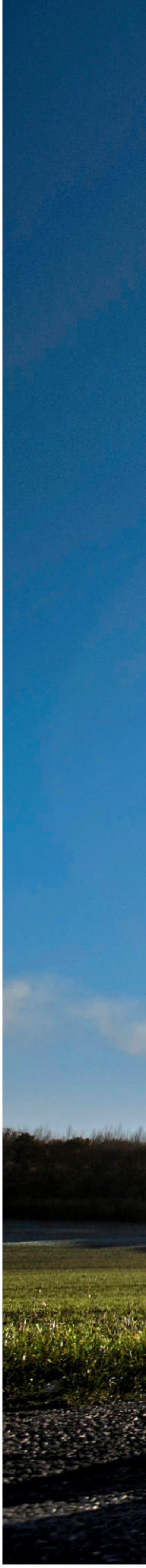
The clutch is light and smooth, requiring just a flick to change through the 'box up, or down, as long as you're not stabbing at the lever. Within a mile it's onto half choke and shortly afterward you can knock it off completely to tick over neatly at junctions. Pulling away and when accelerating firmly is when the ST's most noticeable mechanical nuance appears – the Monolever's infamous rear-end rise. Rather than squatting under power as most chain-driven bikes do, the driveshaft pinion's first thought is to climb briskly up the rear wheel's crownwheel. So the wheel is driven down into the road and the rest of the bike rises up. Or, when chopping the throttle, the reverse happens. Within a few miles I had mastered this peccadillo and was able to take full advantage, forcing the rear Battlax into the cold tarmac on corner entry to build heat in the tyre. Or maybe not…

To be honest, older bikes have enough oddities to contend with when we're riding them that this now comes across as rather charming. It stands out only because the rest of the ST is so sorted. It steers exactly how a bike should, making me like I'm at the centre of the machine, tracking a defined curve. I don't want to hurry, but we're getting places without effort. The engine stays smooth throughout, sliding promptly up to a rather revvy 70mph cruise at 5000rpm. This bike has twin discs up front, which is probably an aftermarket fitment. The braided hoses certainly are. The brakes come on strongly and easily overpower the ageing suspension.

Of course, being a Beemer, you could refresh worn bits or replace everything as new, or pick and choose areas to upgrade to suit yourself. Even a limited-run model like the ST (it was produced from 1982-84) is served by UK specialists and certainly any mechanical and chassis items are readily available. For a full rebuild, not that this needs it, Germany is laden with boxer-based companies. Want an 1100cc engine, longer gears, extended sump, single seat, high-level twin exhaust and underslung battery box? It's all off the shelf. Customising these bikes is almost too easy.

Turning it back into a G/S is straightforward, too. It's the fate many STs have suffered, because the off-road vibe holds more sway than this momentary diversion into streetability. A mere 5000 or so STs were made during the two years the model was produced. The G/S went on. And, after losing the '/', it carried on. And still the GS goes on as one of the world's best-selling bikes. But, wait a minute, what is this on the front? A smaller wheel? And road-oriented tyres? Have we come around a full 19in circle?

Maybe the ST did get it right 40 years ago.



R80 ST & R80 G/S SPECIFICATION

	R80 ST	R80 G/S
Length	2180mm	2230mm
Seat Height	845mm	860mm
Weight (wet)	198kg	192kg
Fuel	19 litres	19.5 litres
Front tyre	100/90 x 19	100/90 x 21
Rear tyre	120/90 x 18	120/90 x 18
Clearance	170mm	218mm

Engine	798cc air-cooled ohv horizontally-opposed twin
Power	50bhp at 6500rpm
Torque	41 ft lb at 5000rpm

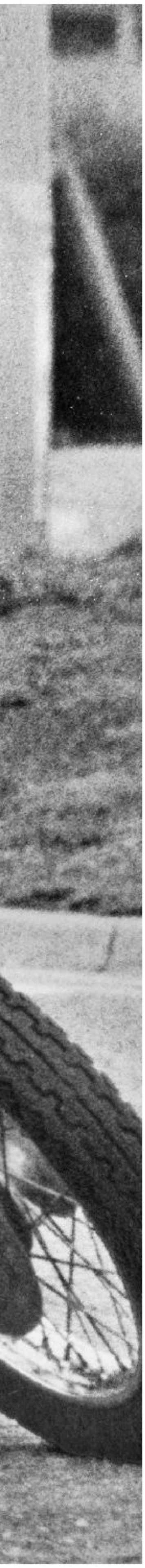
According to BMW's figures, the ST is six kilos heavier than the G/S. The road-biased bike has bigger clocks, a dual seat and a bigger sump, while the G/S got a kickstart (which was a factory option on the ST) and a bigger wheel. The ST also has lower compression but larger main jets than the G/S, plus a bigger sump. This suggests it's better set up for faster cruising speeds, but BMW never altered the gearing/final drive ratio.

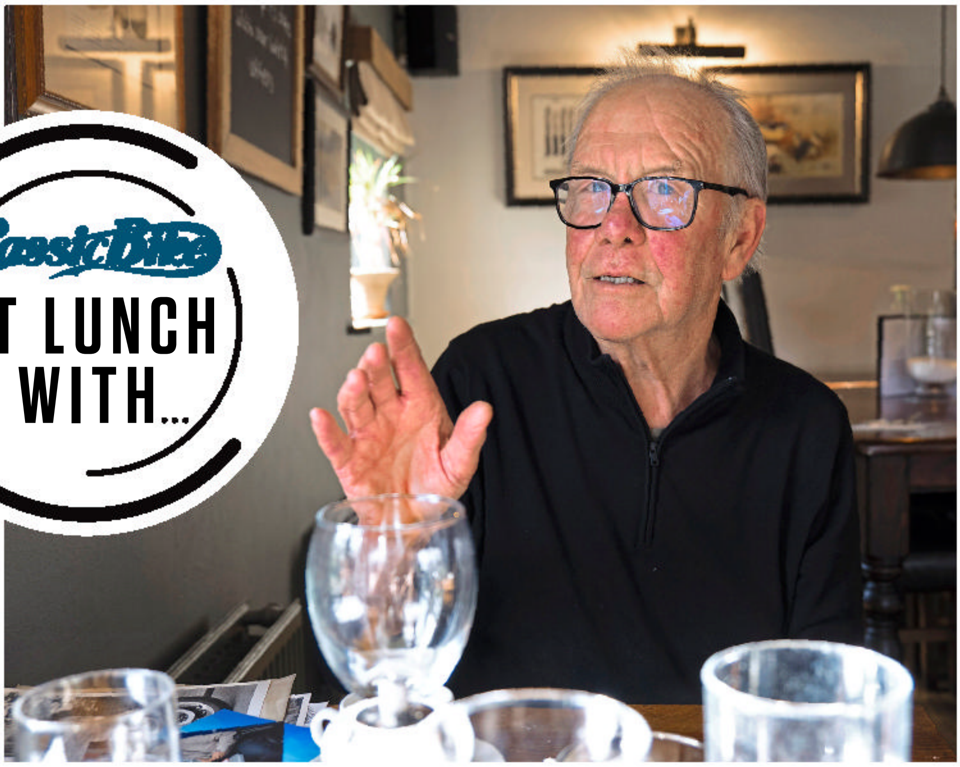
SO GOOD I BOUGHT ONE

The bike you see in the photos happens to be mine, which is why I'm allowed to be rude about the suspension and say it looks weird. Getting to an ST was a slightly roundabout choice. With a useable Commando roadster already in the garage, I was looking for a more distance-focused machine to tour further on. Initially the inevitable G/S or an airhead GS kept coming to the front. They're plentiful, but are certainly in the £5k-plus bracket for something useable. It was also increasingly clear that the additional abilities of a GS weren't necessary – but the core elements of easy distance and reliability were still pointing me Beemer-wards. The /7s were looking appealing, but then why not get something a little lighter to enjoy those Spanish mountain roads more? A lightweight travel bike – that's what I was after.

Once chosen and bought, post-rationalisation suggests that the bike is pretty much what I want. Suspension needs fettling, and the one reversion I might make is to a single seat. The original G/S version is both wide and comfy and has an integral rack which still clips into the neat seat release button. That way, I can ditch the overhanging rack at the back, use my soft panniers, secure a few additional niceties and lightly press on.

‘We tested bikes back then wearing gear you wouldn’t use to ride to the paper shop now,’ says Mike. This is 1971, and he’s on a Norton Commando 750





Classic Bike AT LUNCH WITH…

Mike Nicks

A chat with the veteran motorcycle journalist who saw BSA win at Daytona in '71 and persuaded John Surtees to write for this very magazine

INTERVIEW: JOHN WESTLAKE • PHOTOGRAPHY: MIKE NICKS ARCHIVE, JOHN WESTLAKE (PORTRAITS) & BAUER

There are many reasons why Mike Nicks was one of the most important, prolific and successful motorcycle journalists of the 1960s and '70s, but perhaps the most entertaining is how fearlessly opinionated he is. "The CB750 wasn't that good," says the ex-*Classic Bike* editor between mouthfuls of chicken curry. "I think people worship it because everyone else does."

As usual with Mike, this is no empty claim intended merely to provoke. Having road tested everything from Vincents to Kawasaki triples for *Motorcycle News* [MCN], *Cycle World* [the leading American magazine in the early 1970s] and *Bike*, he has the experience to back it up. "My generation bridged the gap between the decline of British bikes and the arrival of the Japanese. So in 1966 I rode the then fastest motorcycle on the road, the T120 Bonneville, and in 1969 the first of the new wave, the CB750. But I wasn't impressed by Japan's stampede to four-cylinder engines. I thought that a motorcycle should capitalise on its inherent potential to be slender, nimble and light. The CB750 was technically brilliant, but you didn't fit into it or around it – you perched on it. The Z1 was a bigger block of the same.

"And because they had a lot of weight down below, they were difficult to steer, unlike the British 650 twins, which could be flicked into a corner with just a movement of your hips. For example, at the Isle of Man, the CB750 was hopeless. Back then there were no speed limits outside the villages, so there was lots of street racing going on and the CB750 through Quarry Bends was a handful. Early Japanese fours were built to show off technical capability, but it was like all the development mileage had been done on airfields. And they made a colossal mechanical lashing sound, too."

With the sacred CB750 cow comprehensively dismembered, I tentatively ask Mike if he thought all the Japanese bikes of that era were so flawed. "Oh no. Take the 1966 Suzuki Super Six: 90mph from a 250cc six-speed two-stroke twin; all-day cruising at 80 to 85mph; rock-solid reliability. At the time, BSA's offering was the 250cc C15: 73mph; 15bhp; four-speed pushrod single. It was laughable.

"I thought the Yamaha XS750 triple was under-appreciated, too. People rattled on about its shaft drive as if it was going to kill them, and it probably would if you were clumsy-footed oaf stamping through the gearbox. But if you synchronise everything as you should, it was fine. I went on the launch in Morocco, thrashing it along the desert roads and it was a solid bike. The distributor brought along supplies of a famous Moroccan product for the evenings [*possibly not hummus – Ed*] so the launch was a week-long party." ▶

That launch was in 1976, and by then Mike was editing *Bike* magazine. He'd taken a circuitous route into the job, having started on *MCN* in 1966 as a reporter, then got a job on *Cycle World* magazine in California in 1968. Though his primary task was to write the magazine's road tests, the real highlight was watching dirt track racing. "The first time I went to the Sacramento Mile was unbelievable. Gary Nixon on a 500 Triumph was rattling down the straight towards me and I remember thinking: 'He's got to shut off soon... he's got to shut off soon...' and just as I thought he was going to crash into the fencing, he chucked it sideways and went careering round the corner. Amazing.

"And I was there at Ascot Park on the night Gary Nixon clinched the AMA championship in 1968. I'll admit to something: it was my job to do the report on race meetings, which meant I had to talk to the winners and get quotes. It was a very macho atmosphere at Ascot; slightly seedy, with the feeling of danger lurking everywhere. And Nixon was very intimidating – he used to look at people as if to say: 'Get out my f**king way!' and I thought he'd think I was a tea-drinking English prick. I was so nervous that I bottled it – I didn't get an interview. Pathetic."

Right: Mike edited *Bike* from 1974 to 1978 and wasn't afraid to stir things up. The magazine's road test of Honda's new Gold Wing was highly critical and Honda pulled all their advertising. As it turned out, the public liked the bike far more than Mike's road testers

bike
JANUARY 1976 35p
ROUTE 66 REVISITED
Hard Times, Fast Bikes Through The Badlands
WING 1
HONDA'S GL1000: MOTORCYCLE OR SCI-FI FANTASY?

'THE HONDA CB750 WASN'T THAT GOOD. I THINK PEOPLE WORSHIP IT BECAUSE EVERYONE ELSE DOES'

Having worked with Mike, I find this admission extraordinary; he exudes a fearsome determination to get the story that I'd assumed was drummed into him during his early days as a reporter on regional daily papers. The idea of him bottling anything – on or off a bike – seems inconceivable. "Well, I was young, and Nixon was a hero. The funny thing was, I did actually interview him later in the season and I couldn't understand a word he said [*Nixon's drawl was like an American Guy Martin played at half speed – Ed*]. At the end of the interview, I looked down at my notebook and I hadn't written anything."

Mostly, though, Mike had a great time interviewing American racers, who generally made his life as a journalist much easier than their British counterparts. "Back then, the difference between the two was that English racers were like the rest of us – mostly modest, courteous, not keen to over-emotionalise. An English racer might have just been nearly killed at the top of the banking at Daytona after a tank-slapper and he'd say: 'Yes, there was a bit of a shake while I was going quite fast'. An American would say: F**king hell! She was shaking her head like crazy and I could see my life disappearing as I looked over the wall!' They'd give fantastic quotes."

But only a year after landing in California, Mike and his wife Carole had to sprint back to England. On his way into the USA, Mike had signed a document that he hadn't paid much attention to – which, it turned out, meant he agreed to be drafted into the US army to fight in Vietnam if his number came up in a lottery. "I didn't think it would ever happen. So when my number came up, we left in a hurry."

Once in the UK, he was offered a job back on *MCN*, and picked up where he'd left off testing bikes – but also added sports reporting to his repertoire. That meant he witnessed the transfer of racing power from Matchless G50s and Manx Nortons to the BSA-Triumph triples, and in 1971 landed the dream job of being embedded in the BSA-Triumph factory team on their famous trip to Daytona.

"I was a 27-year-old reporter with a passion for racing but skimpy technical knowledge. Doug Hele [the team boss] and his crew including Norman Hyde could not have been more patient and helpful. I reported on two of their greatest victories in 1971 – Daytona and the Ontario 250. It was a real insight into how a world-class factory racing team should be run.

"But, looking back, the scene around the Daytona race was a profligate waste of money. They'd taken over a floor of a big hotel on the seafront, and any time you walked into the hotel some PR flunky would buy you drinks. Then they had 10 works bikes – 10!

"Very shortly afterwards, Triumph announced they were broke – and that was it. The company appeared to have no control over money in situations like that, and yet the factory was making bikes using ancient, worn-out machine tools. Even with limited resources, they had to be thinking ahead, but they didn't. They just sat there, making these parallel twins which were fine in 1960, but not in the 1970s."

So who was to blame? "The management, which was pathetic and inadequate. And yet in the Triumph experimental department you had an incredibly gifted team. It must have been so frustrating for the British motorcycle engineers – they couldn't go to the board with radical new designs because the management would always say no. So what does Doug Hele do? He takes a cylinder off the Tiger 100, makes a triple and produces one of the world's greatest motorcycles – from, effectively, the spares shed.

"It was the same at Norton. Have you ridden an Atlas? It's a wonderful motorcycle in its way, but the vibrations are appalling. All they had was this long-stroke pushrod twin, when the Japanese were coming out with three and four-cylinder machines. Yet the Norton engineers came up with the Isolastic system, which in a single stroke turned the 750 into a beautiful machine that in its day was the quickest thing you could buy."

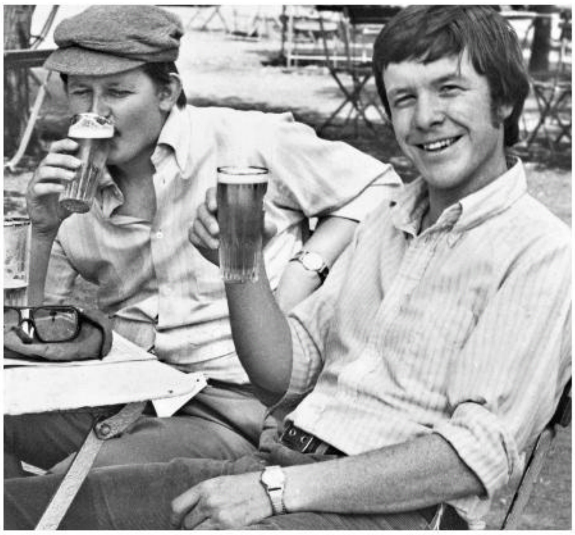
As a road tester, Mike was taking every opportunity to sample the speed of just such creations. "One of the great things about that period was the immense freedom – there were no speed limits, no cameras, much less traffic and fewer dual carriageways, so we treated England's gnarly A- and B-roads as a vast race track. For a 650 Triumph our cruising envelope was 80-90mph, and anything up to 130mph for later Japanese and Italian bikes. We genuinely regarded ourselves as above the law. It sounds reckless, but in our road-test circle there were very few accidents, mainly because we were trying to copy the crafted riding styles of the racers we were hanging about with. My philosophy wasn't to be seen by car drivers, but to be invisible – if they saw you coming, they were more likely to do something stupid."

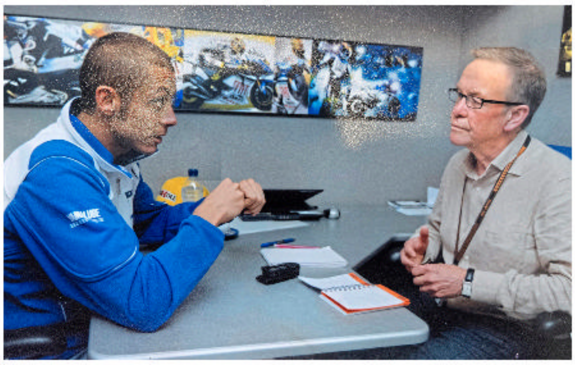
23 APRIL IMOLA ITALIAN GP MEETING
14 MAY CADWELL PARK
29 MAY BRANDS
7 JUNE ISLE OF
11 JUNE MALL
6 AUG BRAND
SILVE
John Player Norton
SHELL
CHAMPION
LUCAS
DUNLOP TYRES
SCREEN PLASTIC

Above: Assessing the works Norton in 1972. That's rider and engineer Peter Williams in the leather jacket, and photographer Jim Greening on the far left.
Below left: Practicing trials on a Cotton in the late 1960s. Below right: Enjoying a Suzuki GT750J in 1972 on the roads around *MCN*'s Kettering HQ.
Bottom right: The morning after the night before at the TT in 1974. Mike's resting his eyelids with *MCN* advertising manager John Phillips

CHAMPION
1974
COURSE P
JOHN PHILLIPS

Above: Recreating the American mid-west on a Harley Sportster near Kettering in 1977 for *Bike* magazine. Below left: Road testing a Hillman Imp-engined special built by an *MCN* reader. Below right: At the Belgian motocross GP at Namur in 1969, taking a break from reporting for *MCN*. Bottom right: As MotoGP correspondent for *The Guardian* and *Independent* newspapers, Mike got to interview Valentino Rossi multiple times





The road tests that this sort of riding produced were very different to the ones that came before. Not only were they more excited about the bikes, but they were clearly on the side of bike buyers, rather than the manufacturers. "The previous generation of road testers were a genteel bunch, who wrote in a meandering way. There was a phrase we used to joke about on *MCN*: 'some vibration was apparent', which actually meant the bike being tested could shake the bones out of your body.

"Also, the previous generation of journalists were cowed by the motorcycle industry and wouldn't tell you what it was really like. But our approach was that we had to tell people what the bikes were like – people were spending money on these machines and they needed to know that, for example, the disc brakes didn't work in the wet. We criticised that endlessly before the manufacturers improved them."

As Mike's reputation for clear thinking, a love of speed, and rock-solid journalism grew, in 1974 he was approached to edit *Bike*, which *MCN*'s publishing company had just bought. He ran the magazine for five years before another new project appeared – *Classic Bike*. "A journalist called Peter Watson loved old bikes and suggested making a magazine about them. Emap [the publishing company] said: 'Alright, do a one-off issue'. I wrote a profile of Edward Turner for it, and got some lovely quotes from people who worked with him.

"Anyway, the magazine near enough sold out. At about that time I'd had a monumental car crash, fractured my skull and hadn't really recovered from it. The doctor said I should take two years off work to recover. I went back after three months, but I couldn't handle the pace of running a monthly, so the management offered me *Classic Bike* instead – it was then a quarterly."

The decision was risky, because Mike knew very little about classic bikes. "I had to read loads of books to find out, for example, what was a Velocette MAC, or the differences between the various BSA A65 models. I commissioned experts to write the features and then put it all together," he says, making it all sound rather easier than I suspect it was. And he clearly did an excellent job, as *Classic Bike's* sales went from strength to strength.

"When we started to get some momentum, I thought there was one obvious name missing from the magazine: John Surtees." I'd never met John, and he had the reputation of being aloof. I wrote to him, suggesting a meeting, and he agreed. It was like going to meet the motorcycling equivalent of Enzo Ferrari – my heart was pounding. But as soon as people like him see that you have a true passion for speed, that you've done your research and you're asking some interesting questions, they warm to you. John was a dream. He was so kind.

"He found us all sorts of rare classic bikes and test rode them. The first one he produced was his own Vincent Black Lightning (see page 54), a special that he'd built to race against Geoff Duke's four-cylinder Gilera. He'd never raced it, because he got the ride on the 500 MV. I had no idea what it would be like until he pulled it out, and it was incredible – it just screamed speed and power. It was beautifully engineered.

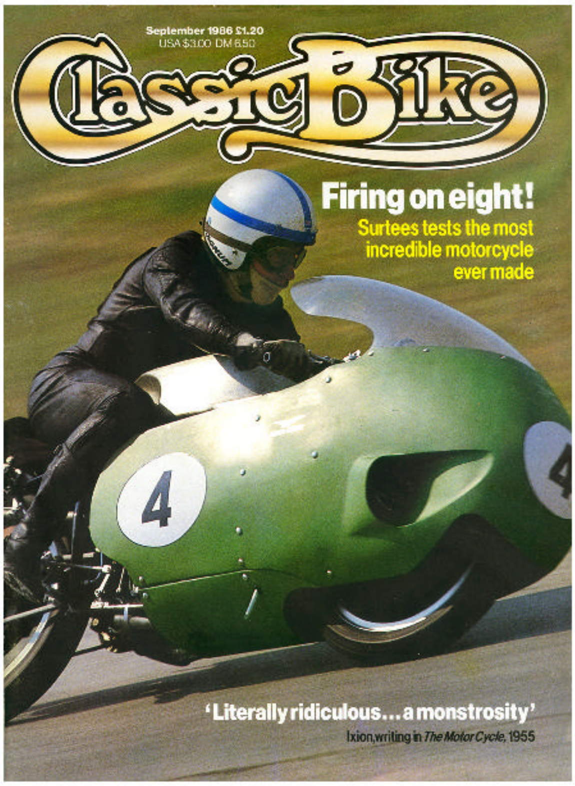
"Then he got us Hailwood's 500 Honda – I can't remember where he found that – and went out on it, very slowly at first, then speeding up. Of course he didn't need to thrash round – he had nothing to prove and could sense and feel everything.

"After he'd get off the bike, he'd come over to download his thoughts. Having spoken to plenty of racers before, I expected a jumble of words that I'd have to reassemble into a logical order. Not with John. The fully formed story just flowed from him – he'd already constructed the feature in his head. He was a genius. And the readers loved it – to have one of the greatest racers of all time with his super engineering knowledge writing track tests was fantastic.

"We did the 1957 350 Moto Guzzi, which was the most exquisite piece of motorcycle engineering I've ever seen – everything about it was so delicate and light – and then I plucked up the courage to ask him if he could get the legendary 500 Moto Guzzi V8.

"He said: 'Hmm... I might do. I'll call you back.' And he did, telling me the V8 would be at Misano [the Italian race track] on a certain date – and if we're there, he can ride it. So out we went.

"Back then, organisation wasn't the Italians' strong point, so I was half expecting a no-show. But this Fiat van comes rolling into the paddock... so then I'm wondering what's in the back – it wouldn't surprise me if they've brought something else instead. But it was the V8, and it was beautiful. To me, the Guzzi V8 and Vincent V-twins are the greatest classic bikes of all time. The V8 never won a GP, of course, but what an audacious design! It was a tremendous coup for us."


September 1986 £1.20
USA $3.00 DM 6.50
Classic Bike
Firing on eight!
Surtees tests the most incredible motorcycle ever made
4
'Literally ridiculous...a monstrosity'
Ixion, writing in The MotorCycle, 1955

Left: One of Mike's greatest scoops for *Classic Bike*, courtesy of his friend John Surtees. Mike edited *CB* from issue two and sales went from strength to strength

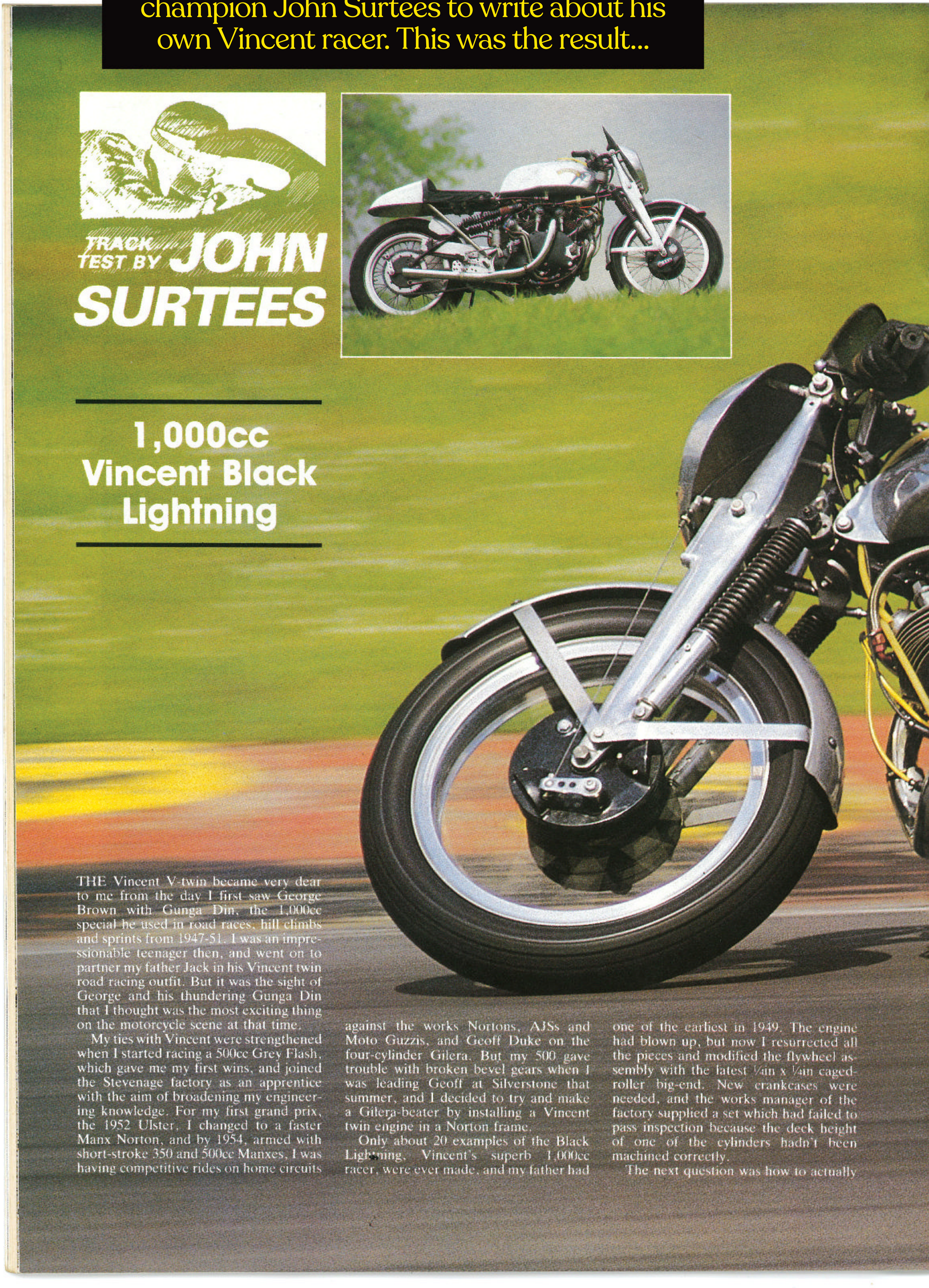
'I THOUGHT THERE WAS ONE OBVIOUS NAME MISSING FROM THE MAGAZINE: JOHN SURTEES'

After leaving *Classic Bike* in 1987 and climbing the publishing ladder for a few years, Mike eventually returned to bikes, reporting on MotoGP for the *Guardian* and *Independent* newspapers. And, aged 77, he's come full circle, recently helping to produce an award-winning documentary film about the bikes he lusted after in his youth – Vincents.

Called *Speed is Expensive*, the film documents the rise and fall of Phil Vincent. "It's an extraordinary story," says Mike as we finish our coffees. "He blew a family fortune creating what were then the world's fastest motorcycles and died, forgotten, in a social housing flat in London. The title comes from his reply when the young American Vincent rider Marty Dickerson asked how much some special cams and pipes would cost him. Vincent told him: 'Son, speed is expensive.' Too right it is!"

- *To see a reprint of one of John Surtees'* Classic Bike *track tests – on his Own Vincent black Lightning – turn the page...*

In 1986, *CB* Editor Mike Nicks asked ex-world champion John Surtees to write about his own Vincent racer. This was the result...



TRACK TEST BY JOHN SURTEES

1,000cc Vincent Black Lightning

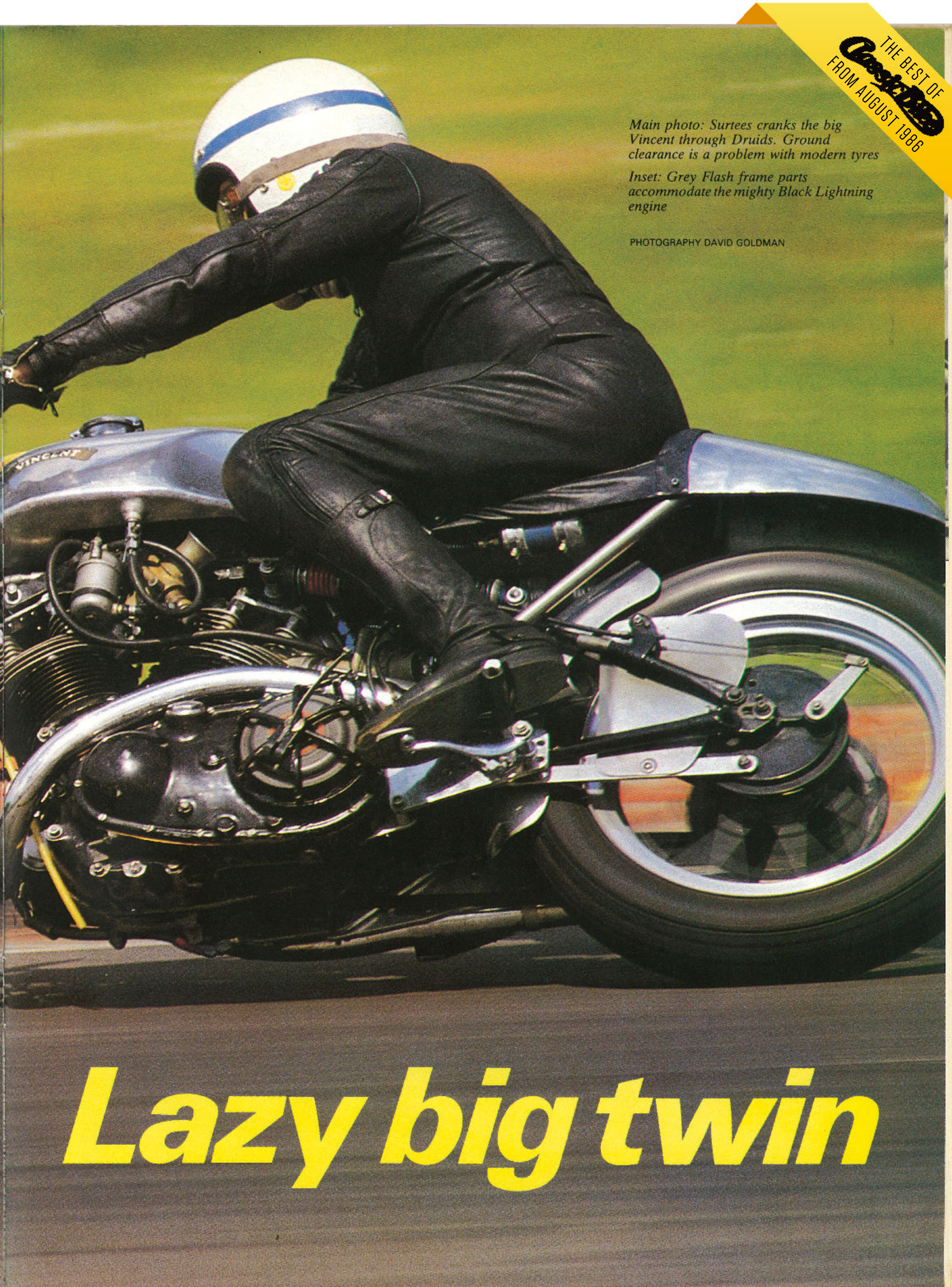
THE Vincent V-twin became very dear to me from the day I first saw George Brown with Gunga Din, the 1,000cc special he used in road races, hill climbs and sprints from 1947-51. I was an impressionable teenager then, and went on to partner my father Jack in his Vincent twin road racing outfit. But it was the sight of George and his thundering Gunga Din that I thought was the most exciting thing on the motorcycle scene at that time.

My ties with Vincent were strengthened when I started racing a 500cc Grey Flash, which gave me my first wins, and joined the Stevenage factory as an apprentice with the aim of broadening my engineering knowledge. For my first grand prix, the 1952 Ulster, I changed to a faster Manx Norton, and by 1954, armed with short-stroke 350 and 500cc Manxes, I was having competitive rides on home circuits against the works Nortons, AJSs and Moto Guzzis, and Geoff Duke on the four-cylinder Gilera. But my 500 gave trouble with broken bevel gears when I was leading Geoff at Silverstone that summer, and I decided to try and make a Gilera-beater by installing a Vincent twin engine in a Norton frame.

Only about 20 examples of the Black Lightning, Vincent's superb 1,000cc racer, were ever made, and my father had one of the earliest in 1949. The engine had blown up, but now I resurrected all the pieces and modified the flywheel assembly with the latest ¼in x ¼in caged-roller big-end. New crankcases were needed, and the works manager of the factory supplied a set which had failed to pass inspection because the deck height of one of the cylinders hadn't been machined correctly.

The next question was how to actually

**If you can't read the text above, we have reprinted it in more legible form on page 56...*



Main photo: Surtees cranks the big Vincent through Druids. Ground clearance is a problem with modern tyres

Inset: Grey Flash frame parts accommodate the mighty Black Lightning engine

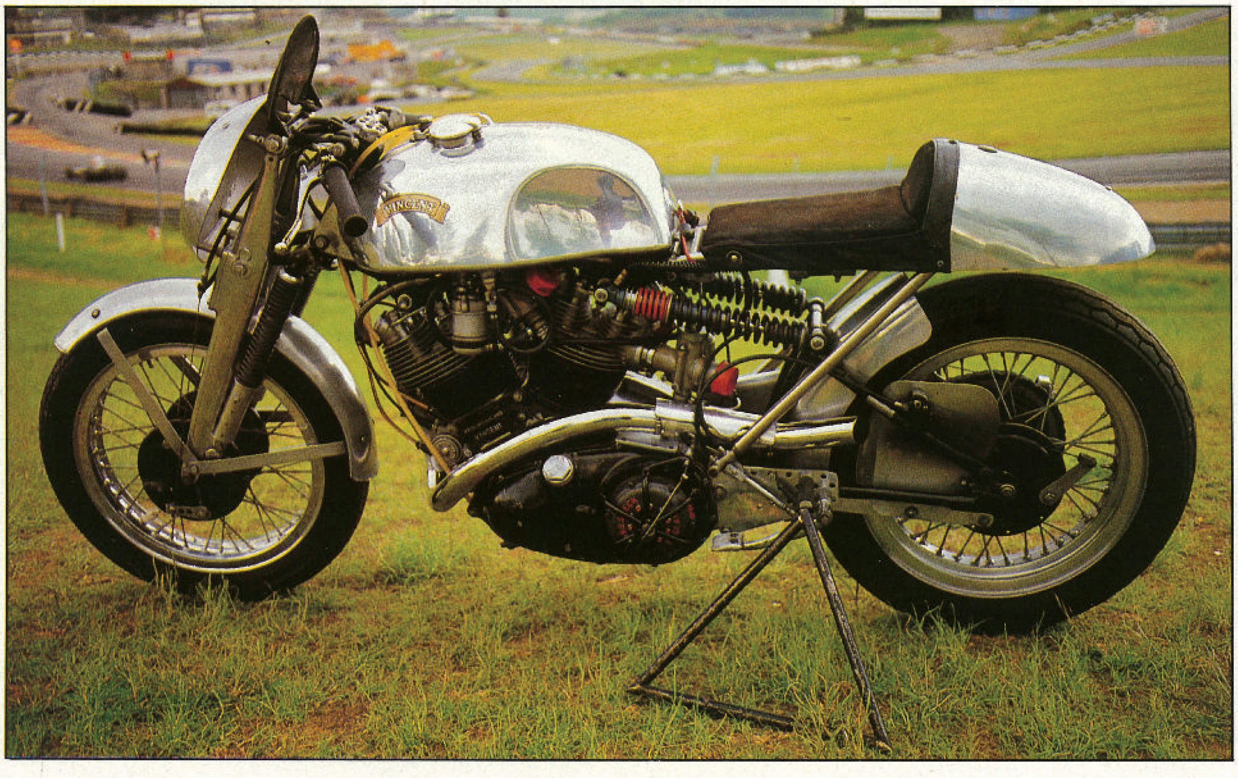
PHOTOGRAPHY DAVID GOLDMAN

Lazy big twin

Above: the engine contains works Grey Flash cylinder heads with larger than standard ports

Left: flyscreen and number plate are carefully matched to other components to make a breathtakingly beautiful bike

Below: two gas-filled damper units give more sophisticated suspension arrangements at the rear



set up the engine. Although I had had to sell my own Grey Flash in order to buy a Norton, I still had virtually a spare machine in pieces, as well as a considerable number of works parts. I therefore decided to turn the twin into, in effect, a pair of Flashes of 1950 works-type specification, similar to the one-off special that had been built for Rollie Free in America.

The foreman of the Picador aircraft-engine shop in the factory at that time was Cliff Brown, the brother of George, under whom I had worked in the experimental and engine building section. A talk with Cliff, a hunt round the factory and a request to Mr Vincent himself produced two big port ex-TT cylinder heads which had been used in trying to boost the output of the Picador engine. These heads did not necessarily give much more power, but the torque and mid-range response were improved. With a pair of 1 7/16in Amal TT carburettors and Black Lightning cams, I now had an engine built to the standard of the 1950 works Grey Flash.

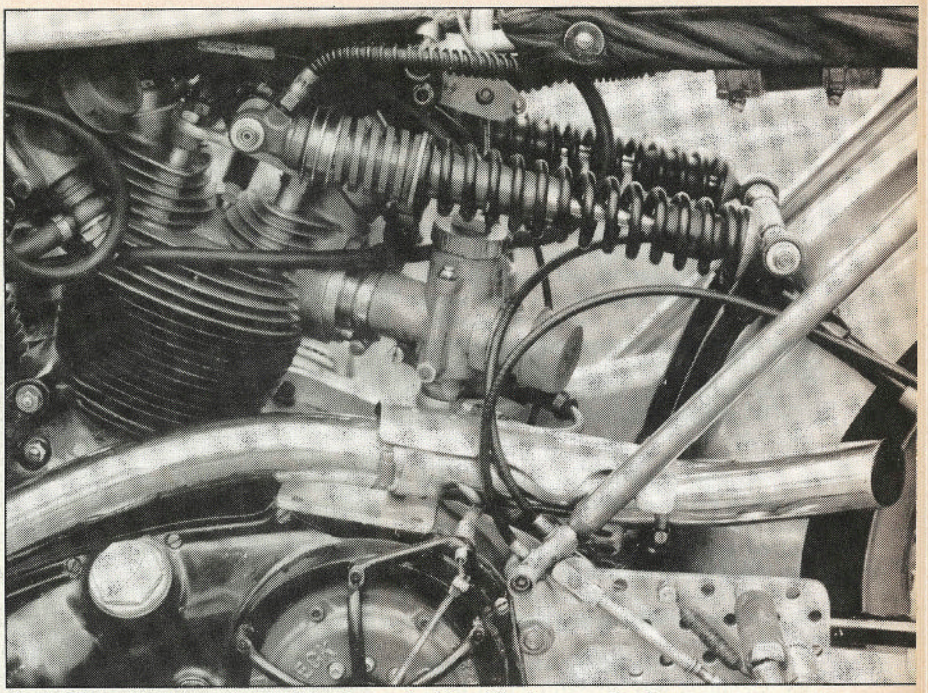
I chose a Norton frame because this would mean that the machine's running gear would be identical to the parts I was using on the Manxes, and the riding position would also be similar. Eric Oliver, the sidecar racer, had a brand new Manx rolling chassis that he was happy to part with (the engine had gone into a Cooper racing car), and into this I managed to lever the Vincent engine. The complete bike first sat on its wheels at the end of 1954, and I think it was probably the first Norvin that had ever been built.

That's as far as the project went, because I then had an approach from Norton to join their works team. Naturally, they didn't want me involved with other makes, and in any case, I wanted to concentrate on my new role with them, and on the exciting 250cc NSU Sportmax that I was also to ride.

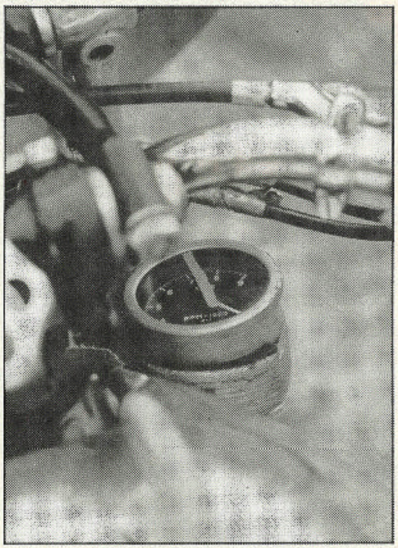
So the big Vincent got stuck in a corner. Later, a friend of father's used it as a super-hot road bike. I then had it back and pulled it apart with the intention of making it more manageable for the road, but in 1957 the engine ended up in a big box in my loft, and the frame was hung on the garage wall.

The story now jumps to 1979, when I rode an MV in the Millenium parade in the Isle of Man. It was my first serious ride in 18 years after my long involvement with cars, and I caught the motorcycling bug again. I went home to see what I still had, and hunted out the old Vincent engine and the Featherbed frame.

This time I decided to make an all-Vincent machine by installing the engine in a Grey Flash frame. I still had three or four of the ex-works frames laying around – they're more extensively drilled than the standard ones, and have many of their fittings, such as bolts and studs, made in RR77 alloy.



Amal TT carburettors, as used on the works Grey Flashes, are fitted



Rev counter is tucked unobtrusively away, but the crucial sector is clearly visible

Then I thought, 'If Phil Vincent had been able to continue motorcycle production instead of stopping in 1955, what developments would he have made?' I wasn't trying to turn the machine into a 1980s' motorcycle, I just wanted to take it up to the late fifties (although I do have a big-bore, highly modified engine and gearbox that, one day, I hope to build into what I believe would have been the Vincent of the 1980s).

The small rear dampers coupled with the original spring units on a Vincent suffer from a lack of controlled movement, so I decided to fit a pair of gas-filled horizontal units. They are attached to the modified rear frame and the rear engine mounting with extended shouldered high-tensile studs, sufficient to take the load. Not only do they provide a more controlled suspension movement, but the total travel is increased by about 1½in.

At the front I replaced the original struts with a pair of Girling dampers, which I'd had since I'd carried out some experiments with Reynolds leading-link forks in the late fifties. In one way this is not a particularly good modification, because it increases unsprung weight, but the control generally is a little better than with the standard single damper and strut.

The rear wheel was a big problem, because these days you cannot get a suitable 20in racing rear tyre, which is what the Vincent was built for. Fitting a modern 18in tyre isn't that simple a solution, because when you lay over a Vincent twin you start grinding things like the clutch housing and the clutch itself. To get the extra height, I eventually decided on an 18in Dunlop Racing Endurance tyre, which has a high sidewall. However, as these are no longer made, I'll probably end up using one of the standard tyres of that size made in competition compounds.

On the front I fitted the same type of tyre that I've been using on my Manx Norton – a 3.50 x 18in Dunlop KR124. The tyre combination, and its effect on steering geometry, seems to work quite well, and the machine hasn't displayed any of the habits, such as head shaking or tank-slappers, that many people seem to think are inherent with Vincents.

A feature of the big-port Grey Flash cylinder head is that it has a shallower combustion chamber than the standard part, which gives a higher compression ratio without the use of an excessively domed piston. Using a standard 9:1 piston, I can therefore get a compression

Lazy big twin

figure of 10:2:1. This is about ideal for the Vincent engine, which is prone to detonation if an overly high compression ratio is used.

I use a standard Lucas racing magneto with a manual advance and retard, and the TT10 carburettors are matched with Dell 'Orto float chambers. I have more spares for those than for the Amal type, and they are also less susceptible to vibration.

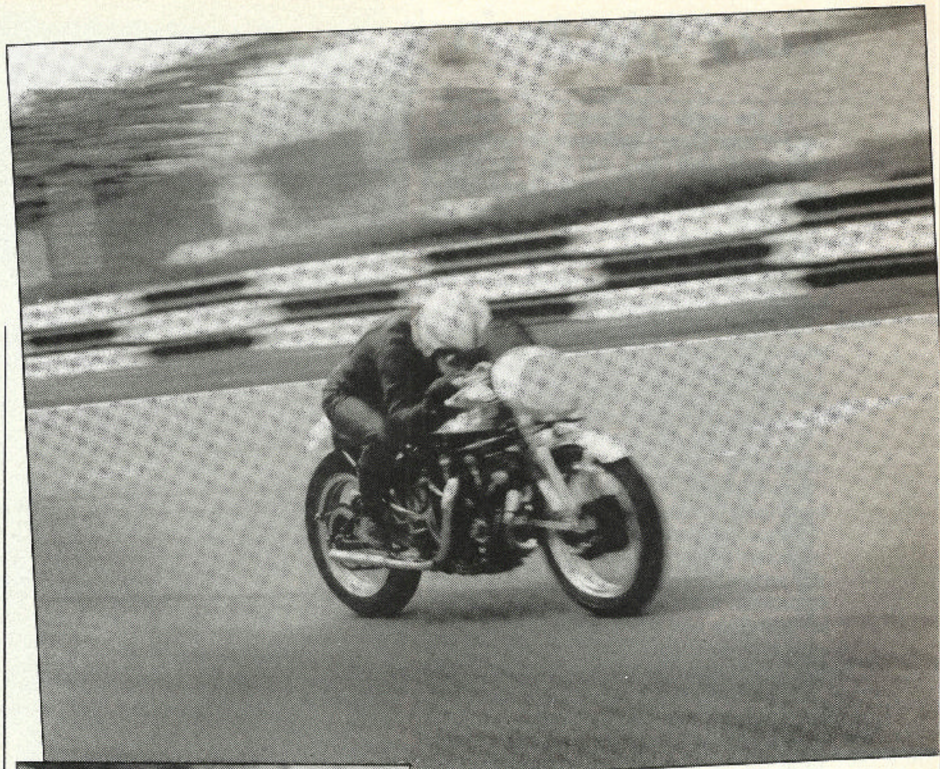
The main bearings and shafts in the engine are of standard diameter rather than the larger variety which were used on the Picador motors. But the main bearing outer shells are modified in having retaining plates screwed to the crankcase face. Incidentally, one of the people who helped me when I was getting together the bits and pieces for the rebuild of this bike was the late George Brown, who had quite a few parts lying around in his shop in Stevenage.

I know that some people who have seen the Lightning and my Grey Flash have commented on the apparently strange position of the rev-counters. Tucked behind the forks, and with the dial tilted slightly forward, they appear to be of no use to the rider. But I put them in that place for three reasons: I didn't want to spoil the clean line across the top of the fuel tank to the front forks; if you have an accident, it would be very easy to hit your face on the instrument, particularly with the open-face type helmet that I wear; and I *can* actually see the crucial segment of the dial. I have a natural tendency to ride with my head down in the direction that I've placed the rev-counter, and with a big twin, unlike a high-revving four, you're only concerned with the sweep of the needle over a couple of thousand rpm.

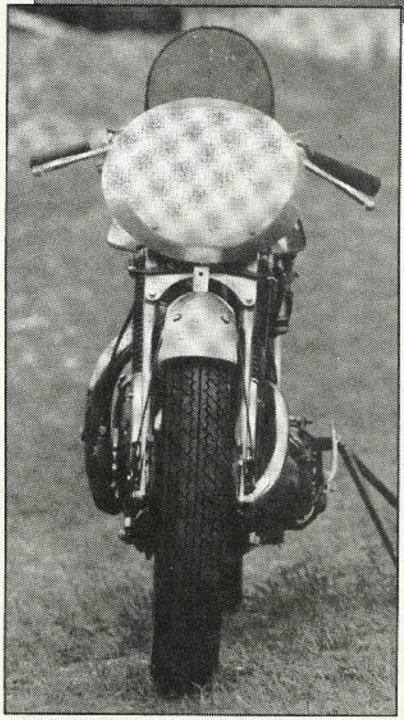
YOU get a very special type of power with a Vincent twin on the track. It picks up easily and it's a fairly lazy delivery: you haven't got all the fussiness and busyness of four-cylinder engines, or the vibration and the narrow power band of a single like the Manx Norton.

This is rather fortunate, because one of the least attractive aspects of racing a Vincent is the gearchange. The box is sound and reliable enough, but it has to be massive to cope with the torque, and this in turn means that the change isn't the slickest. Fortunately you can get away with using only two gears – third and top – on the short 1.2-mile circuit at Brands Hatch where this test was carried out, though for optimum lap times you need to drop to second for Druids.

At Brands I was experimenting with a Borg and Beck clutch which was made for one of the original Weslake racing machines. The standard Vincent clutch is a superb item as long as you keep oil out of it, but it doesn't improve the rather agricultural gearchange. I tried the Borg and Beck unit to see if it would improve the change and, in turn, reduce wear and tear on the gears, but I'm not sure that it's the final solution. More running and testing will have to be carried out.



Above: head down and going for it on the top straight at Brands, where the 36-year-old engine can push the bike to 125mph



Clutch housing on the left is prone to grounding, and makes tyre selection critical

Riding the bike calls for a very different technique than a Manx Norton. At 3651b it's heavier, and although the Vincent twin-sided brakes were very advanced in their day, they are now less than capable of coping with the bike's performance, particularly when modern tyres are fitted. You have to rely on engine braking to get down to the speed that enables you to hold the bike into a corner – but then you can make use of that marvellous torque to drive out of the bend faster than a Manx.

Despite its size the bike can be laid over to good angles, and one of the problems I've encountered is grounding of the 1⅞in diameter exhaust pipes. The pipe from the front cylinder has now been lifted up to give more clearance, but I still have a problem with the rear-cylinder pipe, which runs down the timing-side of the machine.

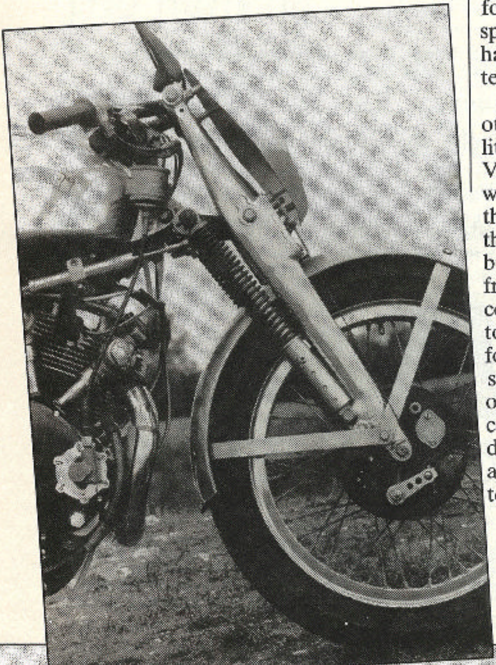
The other vunerable area which tends to kiss the deck is one I've already mentioned – the clutch. The problem of grounding is exaggerated if I use my original old-style riding technique of laying a machine over to quite considerable angles. What I have to do on the twin is adopt the method I introduced on the MV fours, when I started to develop the climb-off-the-seat principle. That also allows you to get a little more tyre on the road to take full advantage of the engine's torque out of corners.

The engine runs cleanly from 2,000 to 7,000rpm, although I only ever let it rev to that figure in top gear. Gear changes

Lazy big twin

are usually made at 6,000rpm and, for the sake of mechanical safety, I normally adopt a peak of 6,500.

On a flying lap on the Brands short circuit you approach Paddock Hill in fourth at 6,000rpm – about 123mph. That's somewhat quicker than a Manx Norton will be travelling, yet you have the problem of the inadequate brakes, while you can't rely on the gearbox too much as you only need one downward change for Paddock.



Left: Girling dampers improve control on the Girdraulic front fork

Despite my modifications, the Vincent Girdraulic forks are not the finest sort for coping with the rippled surface at Paddock, which has been caused by trucks and Grand Prix cars using the circuit. There's quite a lot of friction in a link-type fork, no matter how much time you spend assembling it, while modern tyres have been developed around the softer telescopic fork.

Ironically improving the forks brings other problems, because it accentuates a little known mistake committed in the Vincent design office long ago, and which was only discovered after the tooling for the parts had been made. The error was that too much anti-dive action had been built in. It's very critical with a Girdraulic front fork to get the angles of the links correctly set in order to reduce this effect to the optimum. Otherwise, you find the forks riding hard against the rebound stops on full extension – not the best sort of situation when you are entering a corner. Fortunately, the little patter doesn't transform itself into a headshake, and the hydraulic steering damper I've fitted to the machine isn't really necessary.

I let the engine run on to 6,800 in third in the dip after Paddock, and change down to second for Druids, to assist braking. If you are racing you have to consider taking a tight line into this right-hander to prevent riders coming inside you, but if you're by yourself you can take an old-fashioned traditional line up the outside on the approach, and sweep across to the apex.

I usually favour using a reasonable amount of road on the exit from Druids. I know that you then have to get the machine back across to the right for the left-hander at Bottom Bend, but by using the extra road you can turn the power on early as long as you have the confidence to cope with a big machine like the Black Lightning.

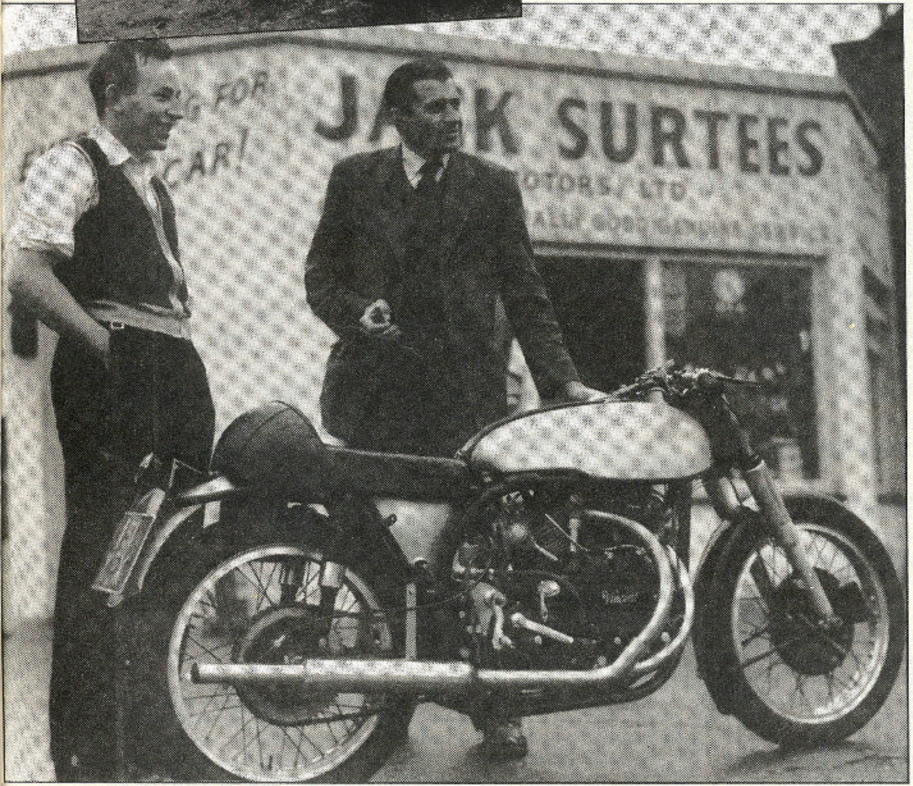
Immediately I start to come out of Druids I put the bike into third to get nice progressive drive through Bottom Bend, where I hold it fairly tightly into the apex. I then drift across the road in a continuous sweep to the right until I reach the left-hand approach to Clearways (or Surtees, as it's now called!).

If you're by yourself you can leave the twin in third all the way round the right-hander at Clearways, although if you're going for optimum lap times or are in amongst other people, you could well use second on the tightest part of the bend. But if you take second, you then have to go for another gear on the way out while you've got the machine fairly well laid over.Because of the high torque available from this engine, you may not really gain anything – in fact you might lose, because it pulls like a train between 4,000 and 6,000rpm.

You snick the bike into top gear about a third of the way along the pits on the top straight, so that the engine has a good chance to gather up momentum in that gear. The last time you really look at the rev counter is just as you pass the start line.

I never take a line far to the left on the top straight – I've always been a middle-of-the-road man there. I go virtually straight up towards the Lucas and Shell signs on the outside of the corner before I peel off in order to get the machine in quite tight around Paddock. It's over the ripples here that the benefits of the rear suspension modifications on the Vincent and the suspension provided by the high-sidewall front tyre show their benefit. The lower the tyre profile, in my opinion, the more critical is the design of the suspension and frame.

In it's day, would the big twin have fulfilled the aim for which I built it – that is, to beat the 500cc Gilera fours when they were raced on British circuits? Possibly: the fact that I have lapped Brands Hatch on it faster than on my Norton leads me to think it might have been successful. In 1983, when I compared both bikes there, I got down to 53.7s on the Vincent and 54.1s on the Norton. However, the question became academic when I finally achieved my ambition of beating Geoff



The Lightning as a Norvin road bike in 1956. Journalist Cyril Quantrill discusses it with John

continued from page 56

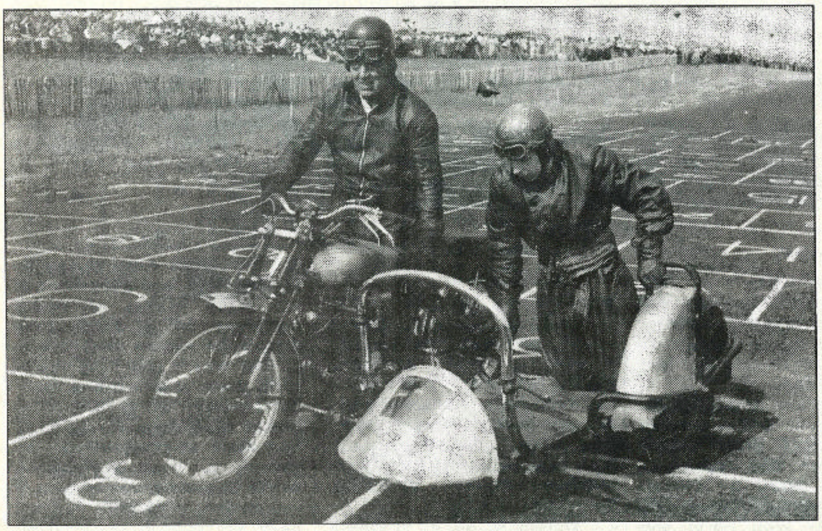
Lazy big twin

continued from page 55

and the Gilera on my works Norton at Silverstone in 1955: it was one of the most satisfying rides of my career.

One problem with putting a Vincent engine into a Norton frame is that you have to place it fairly high up. I estimate that on modern fuels my engine is giving in the region of 70bhp, which will be virtually identical to the output of the methanol engine with which Rollie Free broke records at 150mph and more on the Bonneville Salt Flats. On a fast circuit I think my bike would achieve a similar speed.

I haven't used the twin that much, because of a shortage of time and the fact that I've concentrated on GP-type events with Norton, Benelli and MV machinery. But some day, before I finally hang up my leathers, I would like to take it to those circuits that remain where I saw Gunga Din being raced. I still delight in working on Vincent singles and twins, bikes that should retain a very special place in the history of motorcycling. For all their faults, that little team at Stevenage achieved an awful lot.



John in the chair of father Jack's outfit in 1950. The leathers are also Dad's!

Specification

Engine	ohv V-twin
Bore x stroke	84 x 90mm
Capacity	998cc
Compression ratio	10.2:1
Output	70bhp @ 6,500rpm
Carburation	2 x 1-7/16in Amal TT
Ignition	magneto
Gearbox	4 speed
Clutch	diaphragm (as tested)
Frame	engine acts as stressed member
Suspension	
(front)	Girdraulic
(rear)	cantilever
Brakes	
(front)	2 x 7in sls drums
(rear)	2 x 7in sls drums
Tyres	3.50 x 18/4.70-85 x 18
Weight	365lb dry
Top speed	150mph (est)
Year	1950 (basis)
Owner	John Surtees, Kent

Page 50 – legible version

THE VINCENT V-TWIN became very dear to me from the day I first saw George Brown with Gunga Din, the 1,000cc special he used in road races, hill climbs and sprints from 1947-51. I was an impressionable teenager then, and went on to partner my father Jack in his Vincent twin road racing outfit. But it was the sight of George and his thundering Gunga Din that I thought was the most exciting thing on the motorcycle scene at the time.

My ties with Vincent were strengthened when I started racing a 500cc Grey Flash, which gave me my first wins, and I joined the Vincent factory as an apprentice with the aim of broadening my engineering knowledge. For my first Grand Prix, the 1952 Ulster, I changed to a faster Manx Norton, and by 1954, armed with short-stroke 350 and 500cc Manxes, I was having competitive rides on home circuits against the works Nortons, AJSs and Moto Guzzis, and Geoff Duke on the four-cylinder Gilera. But my 500 gave trouble with broken bevel gears when I was leading Geoff at Silverstone that summer, and I decided to try and make a Gilera-beater by installing a Vincent twin engine in a Norton frame.

Only about 20 examples of the Black Lightning, Vincent's superb 1,000cc racer, were ever made, and my father had one of the earliest in 1949. The engine had blown up, but I now resurrected all the pieces and modified the flywheel assembly with the latest ¼in by ¼in caged-roller big-end. New crankcases were needed, and the works manager of the factory supplied a set which had failed to pass inspection because the deck height of one of the cylinders hadn't been machined correctly.

The next question was how to actually...

Now turn back to page 57 to read the rest of the test

The best of Classic Bike
to subscribe visit
greatmagazines.co.uk/classicbike
or go to page 74 for more details

DAVID SILVER SPARES

VINTAGE HONDA PARTS SPECIALIST since 1986

Where would these bikes be without our parts service?

David Silver Honda Museum
with over 150 models from
1950's - 1990's.

ORDER ONLINE, OR CALL: 01728 833020

WWW.DAVIDSILVERSPARES.CO.UK
SALES@DAVIDSILVERSPARES.CO.UK

Footman James
We share your passion

It's a

"Tea for me, four sugars and enough milk so it's the colour of He-Man."

kind of insurance policy.

Vehicle insurance as individual as your needs.

0330 162 4033

footmanjames.co.uk

*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759. Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and regulated by the Financial Conduct Authority. REG002778

YAMAHA
Revs your Heart

DEALER
CINEMA
TOUR

SCAN ME

NICK SANDERS TÉNÉRÉ 700
WORLD RIDE
FILM PREMIERE
SCREENING
WITH Q&A @ SELECTED YAMAHA DEALERSHIPS.

BOOK NOW
MARCH 2023

"One of our best ever dealer nights..."
ALF ENGLAND MOTORCYCLES

NICKSANDERS.COM

NICK SANDERS
PROUDLY PRESENTS

MACH 23
THE MUSIC & MOTORBIKE FESTIVAL
25-28 MAY | 4-DAYS | £89

LEARN MORE
SCAN ME

MUSIC HEADLINERS
PINC FFLOYD

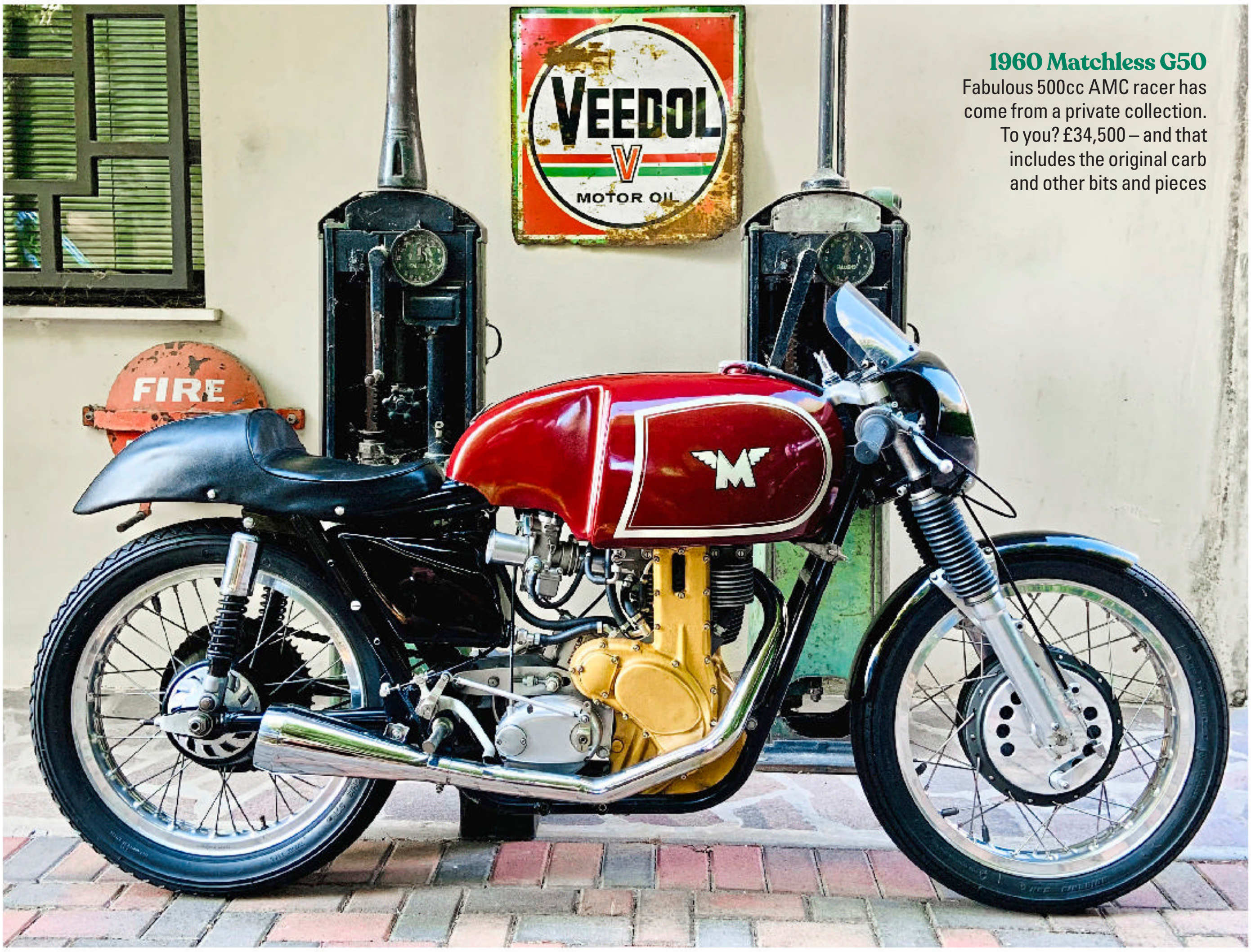
PROUDLY SUPPORTED BY
YAMAHA Revs your Heart
TOURATECH
BikeSocial
SQUIRE Lockmakers Since 1780

MUSIC: Coda - Led Zeppelin,
Aziz Ibrahim (ex Stone Roses) & much more.

DON'T MISS! HOME COOKED FOOD.
CRAFT ALE & COCKTAILS
OBSERVED RIDE OUTS IN SNOWDONIA.

TICKETS:
MACHFESTIVAL.CO.UK

"FOLLOW NICK @NICKSANDERSOFFICIAL"



1960 Matchless G50
Fabulous 500cc AMC racer has come from a private collection. To you? £34,500 – and that includes the original carb and other bits and pieces

'England was like a paradise'

One of Italy's most famous classic dealers explains how he got hooked on Brits

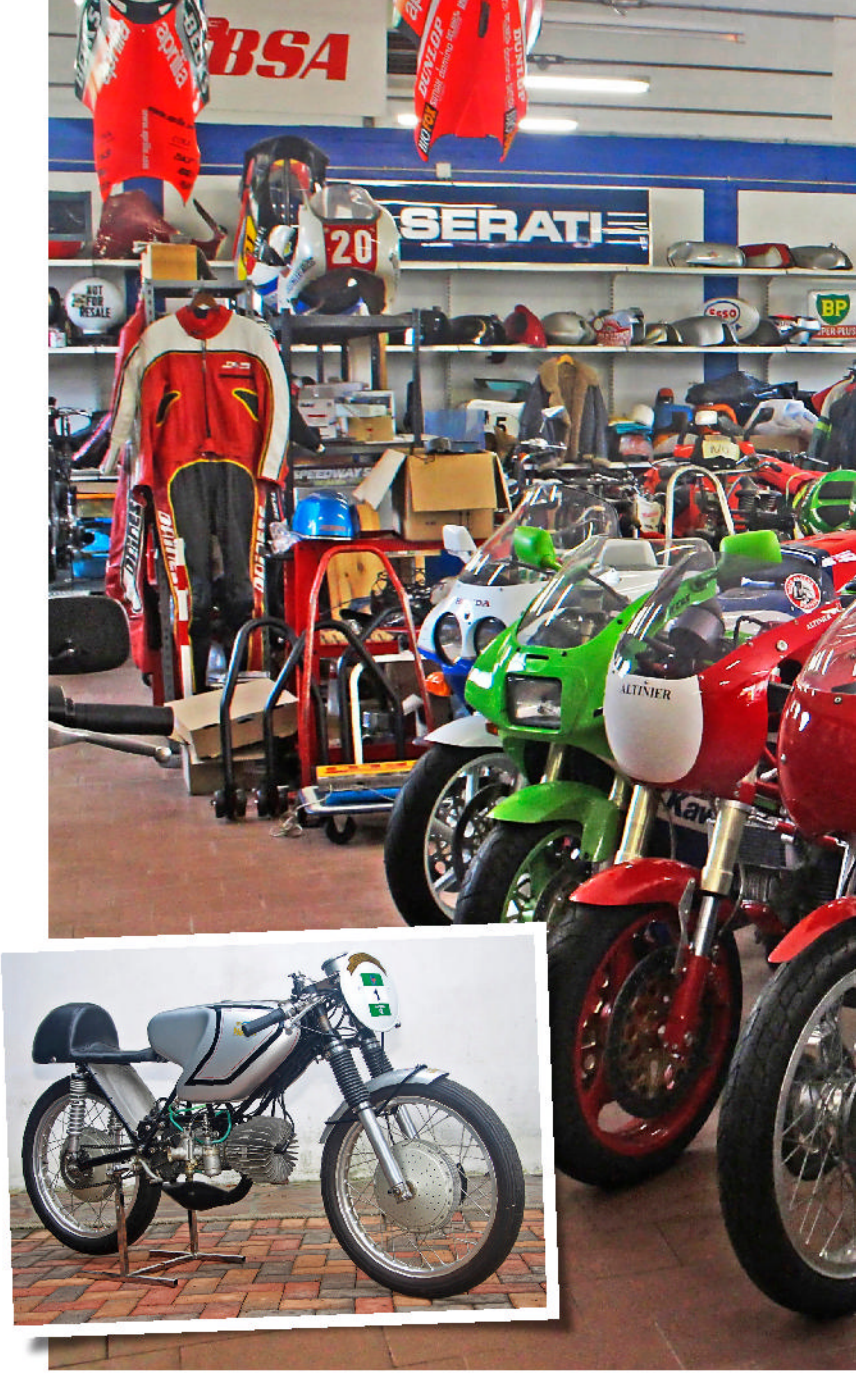
BY MICK DUCKWORTH PHOTOGRAPHY: MICK DUCKWORTH & ALESSANDRO ALTINIER

Since the mid-1980s, Alessandro Altinier has covered countless miles travelling between Italy and the UK. He was first drawn to England at the age of 21, driven by a fascination with motorcycles that were little-known in his home country. Now, after decades of collecting and dealing, Alessandro is a mover and shaker in the world of rare and expensive machines. He is no stranger to six-figure prices, or strict client confidentiality, and his extensive range of reputable contacts, especially in Italy, puts him in the top tier of classic bike dealers. Not surprisingly, beside his passion for British motorcycles, he loves Italy's rich motorcycling heritage.

From Treviso in the Veneto region, Alessandro's interest in two-wheelers was ignited in his teens by the Italian edition of the *On Two Wheels* collectible weekly of the 1970s covering makes from A to Z, many he'd never heard of. He went searching for old bikes on his bicycle.

"Soon I had six or seven bikes, all given to me. One was a 200cc Ducati Elite – nobody wanted it," he says. When he was 16 he alarmed his father by buying a 500cc Gilera Saturno with low 'bars and a single seat. On leaving school, he secured a coveted place on the Ferrari mechanics training course at

Right: The diverse selection of bikes on sale, from Honda RC45 to pre-war Nortons, are squeezed into the showroom at Alessandro's. Below inset: This 1960-64 Parilla 125cc disc-valve two-stroke GP racer was acquired from Angelo Parilla, son of marque founder Giovanni. Also in the showroom (out of shot) are a 175cc dohc Parilla engine and a 125cc racer from a 1989 marque revival



Maranello, working on V8, V12 and flat-12 engines. At 18 he was offered a job in New York, but his father thought he was too young for that and he had to complete obligatory military service before starting work at a Ferrari dealership. He didn't hit it off with the boss because, he says, he didn't then understand that a busy workshop cannot do a full overhaul on every car that comes through. He next worked for a Porsche dealer.

"A customer had a 10-year-old Harley-Davidson that wouldn't run and no one would touch it; they only wanted to work on Japanese bikes," he recalls. "I repaired it, he told others and soon I was working on various unusual models. I left the dealer to work full-time on bikes; he smiled and said I'd be back within a year."

When Alessandro discovered British classic magazines, he was amazed at the many services advertised and how specialised they could be. Deciding he should visit the UK in 1985, he went on a tour of classic specialists.

"I could find everything – carburettors, magnetos, wheel rims, tyres," he says. "And cheap! It was like paradise 30 years ago. But there were some problems, like dealing with Customs. Also, in the UK you only speak English – and I didn't then, but I went to classes to learn." These days he speaks very clear English.

On regular UK visits, Alessandro gathered parts for his own and other Italians' restorations, buying in quantity – collecting 50 silencers at a time, for example. For a time, it actually paid to have British classics restored in Italy and sold in the UK.

Starting to import and export complete machines, he was naturally drawn towards the rare and exotic. By getting to know prominent collectors and industry figures past and present, as well as frequenting auctions, he established himself as a trusted high-end trader. The higher the price, the greater the need for proof that a bike is what it's claimed to be, so how does he know a machine is genuine?

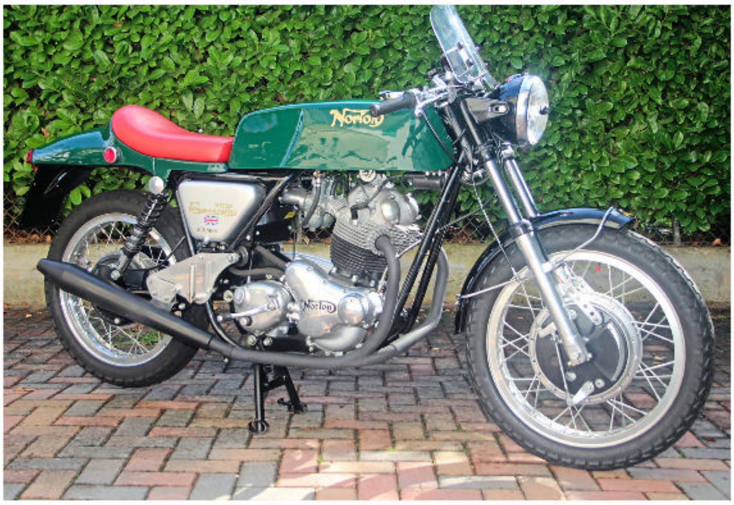
"Very, very difficult," Alessandro says. "Firstly, I have the utmost confidence in my instincts, but that is not always sufficient. When I find a machine without documented history, I check every detail. Sometimes the smallest, most apparently insignificant detail tells you the truth."

Alessandro is also involved in modern racing. Altinier Motorsport and the Biker's Island Racing Team have been front runners in Italy's Moto Guzzi Fast Endurance series for race-kitted V7 850 twins since its 2019 inception.

At Alessandro's base, a former municipal transport depot with an office, trophy room and spacious garage, he apologises for 'confusion', evidenced by a mass of crammed-in bikes and related stuff. The assortment is wide-ranging, from his first moped, a 1978 Piaggio Ciao, to a 2000 Paton PG500R V4 grand prix racer.

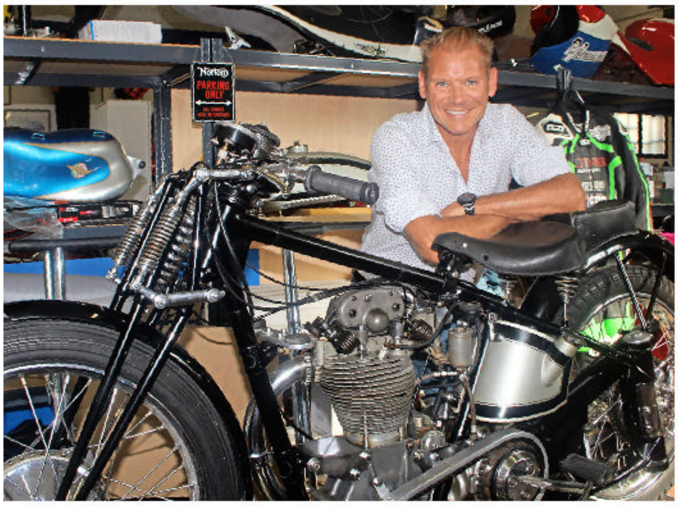
Looking back over 30 busy years, Alessandro has seen many changes, apart from the coming of the internet and a steady rise in prices paid for the most desirable motorcycles.

"Autojumblers who used to sell full engines for £500 now strip them down to sell the bits, probably to make £1000 instead," he observes. "I find it better now to visit people at home and it's always interesting to meet them, for the first time or after a while. I am surprised at how many people happily buy bikes from auctions over the phone or internet. The catalogue photography is very nice, but bikes can be different when you actually see them yourself."



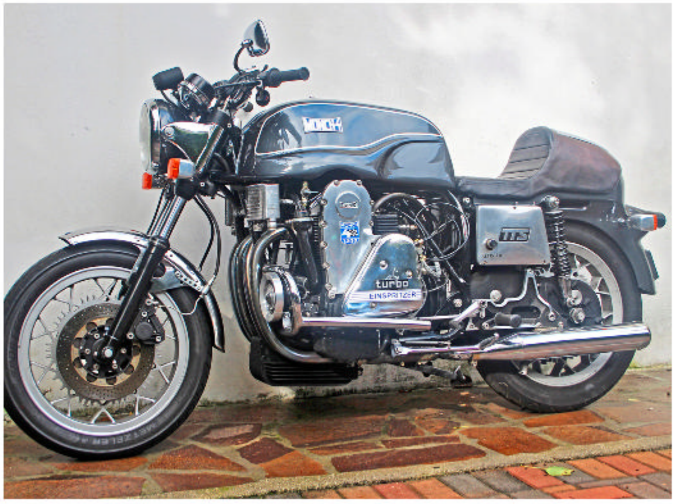
Norton Commando Fastback

Machines come and go here – but some, like Alessandro's Norton Commando, are permanent residents. His much-modified 1969 Fastback is bored from 745cc to 762cc and has a shortened and lowered frame. The forks are Marzocchi with Laverda adjustable handlebars and the brakes are Ceriani front and Grimeca rear. Collecting the Best Classic Special trophy at the April 2002 Stafford Show, the tidy Norton was the first of several award winners he's brought to the event since.



Assorted Brits

This 1938 350cc ohc Norton is being refurbished, but at the other end of the originality scale is a 350cc AJS 7R in close to 1954 condition, which lived in an Italian collection since the 1960s. The same source provided a 1938 350cc Norton International Manx GP model, 1954 500cc Gilera Saturno Piuma and Matchless G50. Other Brits are a replica G50 and Norton Manx for track use, and the sole 1989 1100cc Vortan built by ex-Hesketh engineer Mick Broom.



Münch Mammoth TTS-E 1200

Dwarfing all Alessandro's other machines is the ultimate over-the-top classic – a 1983 turbocharged, fuel-injected 1200cc Münch TTS-E four. Found in Austria last year, the 320kg (705lb) behemoth with a claimed 115bhp is one of six known from Friedl Munch's final build of seven turbo fours with NSU car engines. "The turbo runs at low pressure. It's very torquey and actually easy to ride on an open road," Alessandro says. "But not in heavy traffic."

CELEBRATING 120 YEARS OF BRITISH MANUFACTURING

Central Wheel Components
01675 462264

Why go to anyone else ?

Products
- Rims
- Spokes
- Nipples
- Tyres (0121 748 0000)

Services
- Wheel Building
- Shot Blasting
- Powder Coating
- Polishing

8 & 9 Station Road
Coleshill
Birmingham, B46 1HT

☎ +44 (0)1675 462264
✉ info@central-wheel.co.uk
www.central-wheel.co.uk

L.P. Williams
Est. 1976

Huge range of parts for classic TRIUMPH twins & triples

- HYDRAULIC CLUTCH CONVERSION KITS
- TRIDENT & ROCKET 3 ANTI-DRAIN VALVES
- 7 PLATE CLUTCH CONVERSIONS
- STARTER MOTORS (TWINS & TRIPLES)
- TRIPLE SUMP PLATES WITH MAGNETIC DRAIN PLUG
- OIL PIPE/ TAB WASHER & OIL SEAL SETS
- TRI-SPARK IGNITION SYSTEMS
- TRIPLE TOP END REBUILD KITS
- LIFTING HANDLES T120/T150/T160
- ELECTRIC START ASSEMBLY T140ES

~~WELLSEAL Special offer £9.99~~*
ELECTRIC START KITS T120/T140

Next day dispatch worldwide
Visit: www.triumph-spares.co.uk
LP Williams,Unit 3 South Barn,
Low West End, Claughton, Lancaster, LA2 9JX
E: sales@triumph-spares.co.uk
01524 770956

THE CLASSIC DIRTBIKE SHOW
SPONSORED BY HAGON SHOCKS

FEBRUARY 11-12, 2023
Telford International Centre, TF3 4JH
Autojumble opens 9am, Show halls open 10am

Dave Thorpe
ON STAGE WITH COMMENTATOR JOHN MCCRINK

Image credit: Adam Duckworth Photography

SPECTACULAR COLLECTION OF CLASSIC OFF-ROAD MACHINES
HUNDREDS OF TRADE AND OUTDOOR AUTOJUMBLE STANDS
CRACKING CLUB DISPLAYS

SAVE £2.50 IN ADVANCE!
- DISCOUNTED ADVANCE TICKET: £15.50
- UNDER 16S GO FREE

*DISCOUNTED TICKETS CLOSE 8:30AM MONDAY, FEBRUARY 6, 2023.

WWW.CLASSICDIRTBIKESHOW.CO.UK
CUSTOMER SERVICES: 01507 529529 TRADE ENQUIRIES: 01507 529430

classicbikeshows.com DIRTbike
@CLASSICBIKESHOWS @CLASSICBIKESHOW

PARALLEL UNIVERSE

Avoid the obvious choices and you can enter a whole alternative world of parallel twins – a place inhabited by the eight eclectic models highlighted here

WORDS: GEZ KANE PHOTOGRAPHY: BAUER ARCHIVE

WE ALL LOVE a classic British parallel twin for its fantastic looks, great sound, light weight, easy handling and good performance from air-cooled power units. Mind you, we're less keen on component-shedding vibration, lack of reliability and the fact that you need to swing on a kickstart to fire them into life. But there is an alternative – the same engine layout, inspired by Brit bikes, was also made in Italy and Japan. Most of the foreign competition also have electric starters – and some have balancers, too. The bikes in these pages represent a mini-galaxy of options – some out of this world, others that never really took off .

YAMAHA
KAWASAKI
Z750

'THE BORES BEING OFFSET 2.5mm TO THE REAR FROM THE CENTRE LINE OF THE CRANK TO MINIMISE PISTON SLAP'

The well-engineered Tornado has a racy engine twinned with steady, predictable roadholding

Racing heritage

Benelli Tornado • 1970-75 • 643cc • 50bhp • 209kg • 112mph

The engine Benelli's 650 was designed by Piero Prampolini, the man behind the Italian factory's 1960s racing fours – and the input from his racing experience is evident. The horizontally-split crankcases minimise oil leaks, while the short stroke keeps the height of the engine down and the conrods short.

The big-bore dimensions allow the use of large diameter valves, the bores being offset 2.5mm to the rear from the centre line of the crank to minimise piston slap. The substantial pressed-up crank runs on double-row ball bearing mains at either end and a pair of roller bearings in the centre. A five-speed gearbox, twin 29mm carbs and Bosch dynamo complete the spec; initially there was no electric starter.

The bike Despite being created to challenge the British twins in the lucrative US market, the first production Benelli 650s (called the Tornado from 1971), was something of a mixed bag. Like the Brit bikes, there was no electric start or disc brakes – though there was an impressively effective double-sided 230mm tls Grimeca stopper at the front.

There were no indicators, either. Or any air filtration. And the dynamo electrics were a little passé. The frame looks the part, but the high-mounted engine affects manoeuvrability at low speeds. Contemporary road tests picked up on the lack of air filters, heavy throttle action and oddly-spaced gear ratios – especially the jump from first to second. But overall, the bike won considerable praise.

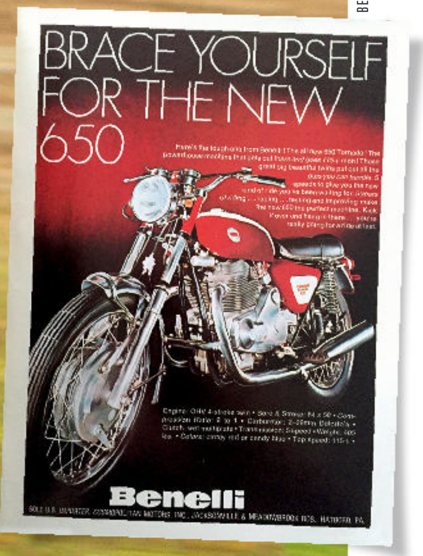
In September1989, Mick Duckworth tested an S2 model for *Classic Bike*. 'The Benelli is not a machine for prolonged cruising, it feels best when under acceleration,' he wrote. 'Sweeping through the bends... it also showed that its roadholding remains steady and predictable.' But there were drawbacks: 'Vibration tingles your feet through the footrests, blurs the rear mirrors and – in certain conditions – makes your teeth chatter.'

BENELLI

No discs or indicators. But he didn't care about that...

Success or failure?

Tough call. Only around 3000 were built (some badged 'Motobi' – Benelli's sister


BRACE YOURSELF FOR THE NEW 650
Benelli

company) and around half of them were sold in Italy, so there aren't many around.

For 1972, following the de Tomaso takeover of Benelli, it became the Tornado S, with electric start, alternator electrics, increased compression and anti-vibration rubber mounting for a number of components. In 1973, the final S2 model was introduced - though the Tornado stayed in the catalogue until 1975 - with another bump in compression, yet more rubber mounting of components a revised seat and a handlebar fairing.

Buy one now? The low production numbers can make finding a Tornado for sale in the UK difficult. The few good examples that appear on the market seem to make around £5500 – perhaps a shade cheaper than a '60s Bonneville, but in the same ball park.

The switchgear on early models isn't the best and that – coupled with the extra power of the later models and the S2's electric start and more modern electrics – make that preferable in terms of practicality. In the UK, Selwyn Motorcycles (selwynmotorcycles.co.uk) know Benellis inside out; for spares, try benelli-bauer.com or benelliparts.de

And from America...

Indian Warrior

1950-52 • 498cc • 29bhp • 143kg • 90mph

Engine Indian boss Ralph B Rogers thought a home-built lightweight range of models including singles and twins would be a winner. And he would later be proved right by the Japanese industry. His plan in 1945 was to build a range of machines that resembled (relatively) lightweight bikes with Brit-oriened style. He turned to a small company he had bought out called Torque Engineering Company, whose designer, Briggs Weaver, had drawn up a pair of machines – a 200cc single and a 400cc parallel twin – along the lines of typical British bikes.

With overhead-valve engines, a foot gearchange and hand clutch, surely they were the future? Slightly enlarged to 216cc and 432cc, production of the new Arrow and Scout started towards the end of 1946. And then the trouble started...

Main bearings failed, rockers broke up, gearboxes failed and Indian dealers were up in arms. Rogers ordered major a major redesign of the lightweight range and the 1950 Warrior twin was the result. A bored-out and beefed-up Scout Twin, it was an improvement – but not by much.

The bottom line with the Warrior is that the main bearings are just too small for the loads imposed on them by a relatively fast-revving motorcycle engine. And many other engine components are lighter and weaker than they need to be. The concept of the Warrior may be right, the execution of it was not so good.

The bike Despite its mechanical shortcomings, Indian's lightweight range reflects some commendably fresh thinking in its design. It's essentially modular, for a start – the Scout twin is a doubled-up Arrow single and the concept left the door open for a four-cylinder engine, too.

The Warrior weighed around 40lb (18kg) less than a typical British 500 twin, its pair of $6\frac{1}{2}$in single-leading-shoe brakes were comparable to the competition and its sprung frame provided comfort and decent handling. Indian were so confident of the bike's concept that they marketed a more powerful TT model with higher compression, competition cams, high-level exhaust, wider section rear tyre and optional parts for more serious off-road use, with a lighting kit as an optional extra.

Success or failure? Sadly, a nailed-on failure. Indian sold so few of them – and doubtless spent so much on the warranty claims for the ones they did sell – that the ill-fated Warrior contributed in some measure to the demise of Iandian as a manufacturer after 1953. But, as the Japanese would prove in the '60s, Ralph B Rogers' vision of a huge market for lightweight motorcycles in America was remarkably prescient.

Buy one now With so few produced, it's unlikely you'll get the opportunity – especially in the UK. Warriors do surface in America occasionally, though – and the going price seems to be around $10,000 (£8250) for a well-sorted and cosmetically attractive machine. An (admittedly beautifully restored) example sold for $13,750 (£11,350)at Mecum's Las Vegas sale in 2020, so there is a market for them. If you're a dyed-in-the-wool Indian collector with plenty of spare cash and a Warrior-shaped hole in your collection, we can maybe see the attraction. But there are much better parallel twins out there for less money...

In its heady show days at Geneva in 1951 – but the Warrior was soon battle-scarred

More than a BSA clone

Kawasaki W1

1966-74 • 624cc • 50bhp • 181kg • 101mph

The engine It looks like a BSA A10 engine, but the Kawasaki W1 power unit is actually based on the 500cc Meguro K2, which was essentially a BSA A7 copy (Kawasaki had earlier absorbed the Meguro marque). But internally, all is not quite what it seems from the outside. The W1 is still an ohv engine, but the 360° crank runs on ball-and-roller mains – although only two, unlike the four of Laverda's 750 and Yamaha's XS series. The cranks is a pressed-up construction, with one-piece conrods running on needle roller big ends. The 74 x 72.6mm bore and stroke measurement gives the engine a much revvier character than the long-stroke A10, with the capacity hike from the Meguro being achieved by enlarging the bore. And, while BSA had made the switch to unit construction engines back in 1962, Kawasaki were stuck with a separate gearbox – with an all-down shift pattern for the four-speed right-foot change gearbox (neutral's at the top) when they launched the W1 in 1966.

The bike Kawasaki produced the ohv 650 in various guises from 1966 up until '74. All shared a largely unchanged chassis, with a conventional duplex frame and adequate but unremarkable suspension throughout the production run. Only the adoption of disc brakes for 1973 could be looked upon as significant progress. And, even in 1966, the W1 wasn't exactly state of the art.

Cycle World tested the first W1 model in August 1966, observing:"Sheer, blinding speed is not one of the Kawasaki's attributes." But they were less impressed with the gearbox - despite quite liking the quirky, all-down shift pattern: "It is not altogether satisfactory from the standpoint of gearchange smoothness and precision".

Overall, it's probably a reasonably fair reflection of the bike. Some progress had been made compared to its BSA A7 genesis, but maybe not enough.

Success or failure? The W1 was revvier than the Brit twin competition and proved fairly popular on its launch. Variants over the years included the more sporting twin-carb, 53bhp W2SS and the single-carb W1SS. A street scrambler version of the bike, the W2TT, with high-level pipes appeared for 1968 and the 1971 W1SA had left-foot gear change. The final model, 1973's 650RS (W3), came with twin front discs.The W1SS was the last model sold in the USA, where it was axed from the range in 1971; W2 and W3 models lasted a little longer on Kawasaki's home market.

Buy one now? It's scarce in the UK, it was never officially marketed here – but a few W1s (or W2s) crop up for sale here. When they do, good examples seem to be priced around the £6000-8000 mark. That seems like a lot to pay for a bike for which parts, information and expertise are scarce, in this country at least. If you need parts for one, US eBay is probably the first port of call.

While the W1 isn't a bad bike, if the period road tests are to be believed, it isn't a great one. There are better parallel twins to go for if you have a £6000-8000 budget to spend. But if you fancy something that no one else down your street will have and you don't mind the challenge of sourcing spares, why not?

Taking a

Kawasaki Z750

1976-82 • 745cc • 55bhp
239kg • 108mph

The engine The Kawasaki Z750B might have come from the same manufacturer as the BSA-inspired W1, but in 1976 it was a very modern motorcyle. The dohc engine has bucket-and-shim valve clearance adjustment, twin chain-driven balancer shafts to tame the parallel twin vibration, a five-speed gearbox and disc brakes. The engine's bottom end differs from the majority of its non-British parallel rivals in that it has a forged crankshaft with four plain main bearings and plain bearing big ends, with a high pressure lubrication system to suit. That was a change of direction from Kawasaki, following on from their earlier W1 twin – and from the 1972 Z1 four, which both had roller bearing crankshafts.

Grunty engine in the Z750 had bucket-and-shim valve adjustment and high-pressure lubrication

> 'THE ENGINE IS ABOUT AS SOPHISTICATED AS POSSIBLE FOR A MID-'70S PARALLEL TWIN'

different angle on it

The engine is about as sophisticated as it's possible for a mid-'70s parallel twin to be, without going down the water cooling and eight-valve head route. The balancer shafts address one of the principal criticisms of the parallel twin – vibration. And, to some extent, they work, though at higher revs, there's still some appreciable vibes. But they also absorb power – and add weight and complexity.

The bike That relatively complex engine pushes the weight of the Z750 twin up over the 500lb (226kg) mark, negating one of the advantages the parallel twin layout has over four-cylinder competitors. And, with a top end just over 100mph, the Z750B is not fast. But its chassis delivers good handling and the fitment of disc brakes front and rear was a first for Kawasaki at the Z's launch in 1976 – and they work reasonably well.

Dave Marsden, who owns Kawasaki parts specialist Z Power, quite likes the bike - though even he concedes it was never a great seller in the UK. He describes it as a very good handling bike, with loads of low-down power – but he's also critical of its vibration at high speed.

In the end, the Z750B problem is that it doesn't really do anything well enough to compensate for its shortcomings.

Success or failure? It should be a nailed-on classic like the Yamaha XS and Laverda 750 twins, surely. And yet, somehow it isn't. Initially, in the USA at least, the Z750 sold well. Indeed, from 1978 until 1980, it was Kawasaki's fourth best seller in America. But its success was short-lived. By the end of 1980, it had dropped out of favour and even the introduction of a factory 'custom' version of the bike, called the CSR750 in the States, failed to save it. The twin was pulled from the Kawasaki range in 1983.

In the UK, the Z750B fared even worse and it was culled from Kawasaki's line-up after just two years, at the end of 1977. Kawasaki UK tried the custom trick over here too, introducing the Z750Y in 1982. But sales were poor and it was quietly dropped.

Buy one now If you're a fan of parallel twins and you fancy something different, a Z750B might fit the bill. Especially if you can pick up a good example at the right price. But they're pretty hard to find in the UK. There are usually a few of the custom-style 750CSR model imports around, which are typically priced between £2500-3000, but few of the UK B1 and B2 models seem to survive. Sourcing parts will probably be tricky, too. The call comes down to price and condition.

The best 750 in the world needs no introduction.
The new Kawasaki Z750.
The only way to see it is to go to your Kawasaki Specialist Centre
Kawasaki
Kawasaki Motors (UK) Ltd.

KAWASAKI

A modern bike with classic looks? What a novel idea...

The arrival of the retro

Kawasaki W650

1999-2007 • 675cc • 49bhp • 195kg • 110mph

The engine Kawasaki nailed the retro look with the W650 – but the air-cooled engine is no rehashed period piece. The sohc 360° twin features eight-valve heads, bevel drive to the camshaft and a gear-driven balancer shaft. There are four shell-type main bearings and the big ends run on shell plain bearings, too. It has proved an admirably reliable unit over almost quarter of a century.

Unusually, the Kawasaki's engine is of long-stroke configuration. That translates into useful power low down the rev range, with peak torque coming in at a relatively lowly 4250rpm - although there's appreciable extra urge once the revs spin up above 5000rpm. It's all *very* retro – there's even a kick starter as standard, but don't worry, it has an electric starter as well. And electronic ignition. You don't think Kawasaki would leave you fiddling with points approaching the 21st century do you?

With just 49bhp on tap, the W650 is never going to be the fastest thing on the road, but that's not what it's about. If you're looking for a fun, sophisticated, well put together, beautifully engineered and reliable engine with a real retro look, here it is.

The bike Riding a W650 is a satisfying experience. There are no fancy tricks from the rolling chassis – a conventional double-cradle tubular frame with conventional forks that have no provision for adjustment and rear shocks only adjustable for preload. The front wheel, as it should be, is a relatively skinny, 19in. Yes, there's a single 300mm disc brake up front, but the rear is an sls unit that would be familiar to owners of the old W1 on which the W650 is visually based. It's a proper retro bike.

The build quality of that engine is thoroughly modern, though. *MCN* did note a flat spot in the power delivery at 3500-4000rpm when they tested the W650 alongside a Triumph Bonneville and Moto Guzzi V7 Classic, but observed that: 'It performs admirably. It outguns the Moto Guzzi everywhere and never lets the larger capacity T100 get away.' What more do you want?

Success or failure? Initially, sales were a little slow as Kawasaki had pre-empted the retro motorcycle movement and got in first with this model. But, once the retro market grew, so too did sales of the W650. Kawasaki persevered with the bike for nine years – which must tell you something – replacing it with the slightly bigger and faster fuel-injected W800 (actually a 773cc capacity), which lasted until 2016. In the end, it would be tightening regulation, rather than lack of demand, that would finish off the air-cooled retro.

Buy one now If you're in the market for a retro machine, this has to be right up there. Most have been owned by 'more mature' riders and well looked after. The engine, with its modest power output, is under-stressed and, if it sounds good, it probably is. The W650 brings a wealth of neat touches to the party, too – even including metal switchgear. Price-wise, expect to pay £4000-5000 for a good one. Buy on condition, service history and performance on test and you won't go far wrong.

Laverda's

Laverda SF750

1968-77 • 744cc • 66bhp
218kg • 115mph

The engine If Yamaha's XS650 engine is one of the sturdiest parallel twin units ever produced, Laverda's 750 twin must be a close rival. Like the Yamaha, the ohc Laverda boasts an impressive four crankshaft main bearings, roller big ends, horizontally-split crankcases and electric start. Unlike the Yam, the Laverda's power unit has an uncanny resemblance to a 305cc Honda CB77 engine. As well as the visual similarity, the Lav also uses a Honda-style two-piece camshaft, but with both sides running in a pair of ball-race bearings

Laverda closely studied the Honda when they set out to conquer the lucrative American market with their first big bike. They upscaled the basic design of the Honda to produce a 650cc twin that went into production in 1968 – though with a 360° crank in place of the 180° item of the prototype (and the Honda) – and then, within months, a 744cc model.

> **'FAST, RELIABLE AND WITH GREAT BRAKES, ANY OF THE 750s WILL DELIVER FINE HANDLING'**

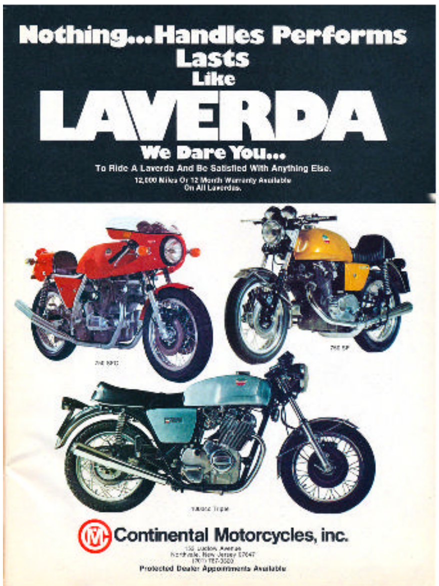
The 750 engine proved strong, fast and reliable. It didn't leak oil, it was good for around 120mph (in SF form). And, with regular changes of the oil shared between the engine and gearbox, it tended to just keep going

The bike If the Laverda 750's engine apes Honda's CB77, the frame takes Honda's tubular spine concept considerably further. It's constructed of heavier gauge tubing and features doubled-up top tubes running from the headstock to the rear of the seat loop, with another run of tubing extending from the bottom of the steering head down to the swingarm pivots on both sides. It may look unconventional, but it works.

The first incarnation of the 750 twin was the touring GT with 52bhp, closely followed by the 60bhp 750S. Both sport twin-leading-shoe front brakes and Ceriani forks, but it's the 1970-on SF (Super Freni – super brakes) models that are probably the most sought-after and best to ride – particularly the 1974 SF2 with twin front discs. The last year of the SF, by then in SF3 form with cast wheels, was 1976. By then, the triples were taking over. More softly-tuned GT and GTL versions were also produced, mainly for Police use.

'The SF is a sporting man's motorcycle,' claimed *Cycle World* in 1972, when Laverdas

750cc tribute to Honda



LAVERDA

Nothing...Handles Performs Lasts Like

LAVERDA

We Dare You...

To Ride A Laverda And Be Satisfied With Anything Else.

12,000 Miles Or 12 Month Warranty Available
On All Laverdas.

Continental Motorcycles, inc.

Protected Dealer Appointments Available

This 1976 promo material was not an idle boast

returned to the USA under their own name (previously they had been marketed as American Eagle) with Edison Dye as importer. 'At speeds above 20mph it begins to feel like it should... a sports/roadster with a racing heritage,' said *Cycle World*. It still does.

Success or failure? The answer to this has to be viewed in the context of Laverda's relative size as a manufacturer. While a total of around 19,000 750 models spread over a production life of 10 years might not sound a lot, Laverda would probably have struggled to manufacture many more.

The press, both in the UK and America, generally loved the bikes, though – and they built up the passionate cult following that they still enjoy today. Unfortunately, at the time the price of these Laverdas – especially the sporting models – worked against them too. In 1974, an SF cost £1250, while a Kawasaki Z900 cost £1100 – it was just too wide a gap to bridge for most riders.

The 1976 SF3 arrived in the last year of SF manufacture

A 1971 750 Super Freni. Looks great –practical, too

Buy one now? Sure. A Laverda 750 is one of the best interpretations of the parallel twin concept. Fast, reliable and with great brakes (in classic terms), any of them will deliver fine handling, too. And it's a remarkably practical classic. Replacement bodywork is getting hard to source, but engine parts are widely available. and there are several excellent spares suppliers and a great owners club, the International Laverda Owners Club (iloc.co.uk). Wolfgang Haerter of Columbia Car and Cycle, British Columbia (laverda.ca), Laverda Paradies (laverda-paradies.de), and Keith Nairn of Laverda Scozia, Glasgow (laverdascozia.co.uk) in is one of the most respected UK specialists.

Relatively few come up for sale; projects are from £2000-3000, good ones making up to £10,000. The hand-built SFC 'competizione' models can go for £50,000-plus.

> ‘ONE OF THE TOUGHEST AND MOST DURABLE MOTORCYCLE ENGINES TO COME OUT OF JAPAN’

Stick some modern tyres on it and a 1976 XS650B like this will handle well enough
Inset: 1978 Magazine ad for the XS

Yamaha’s rock solid 650

Yamaha XS650 • 1970-83 • 654cc • 53bhp • 220kg • 107mph

The engine The heart of the XS-1 and later XS-2 and XS650 models is an unburstable sohc engine. The pressed-up crankshaft running on four massive main bearings (three roller and one ball-race) reflects two-stroke practice. Horizontally-split crankcases feature cast iron inserts for the main bearings, while straight-cut gears handle the drive to the clutch. The single overhead camshaft – running on ball races rather than straight in the head – is driven by a chain, tensioned by an efficient spring-loaded plunger at the rear of the cylinders. And from the XS-2-on, there’s electric start, too – with later models featuring a more powerful starter motor. It’s package that works – and keeps on working.

The development of the engine was inspired by two things. The company’s automotive division had already collaborated with Toyota on the ohc engine for the latter’s 2000GT – and that technology, combined with their expertise with two-strokes, resulted in one of the toughest and most durable motorcycle engines to come out of Japan.

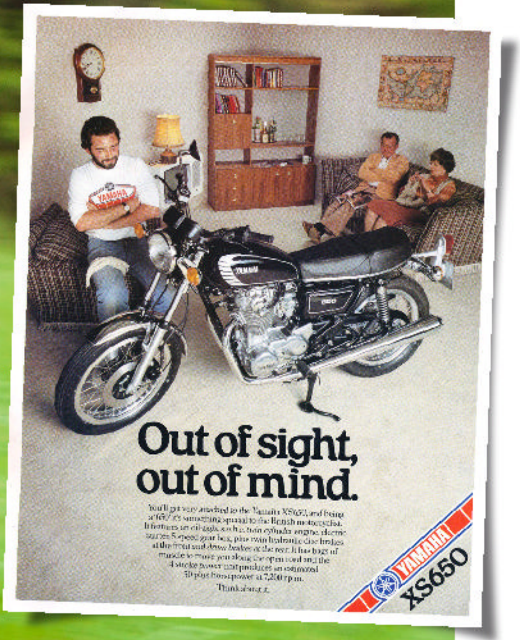
The bike The rest of the machine is pretty conventional. Early XS-1s and XS-1Bs have a tls front brake and no indicators, but the 1972 XS-2 has a single disc front stopper.

Early XS-1s like this are particularly sought-after

Handling of XS-1 and XS-2 models can be a little flighty, but from the 1975 XS650B, the bike benefitted from extensive testing and development work by Percy Tait (among others) and gained a stronger and stiffer (but heavier) frame and double disc front brakes. To ride, it’s probably the one to go for, offering more than decent handling, good brakes and the typical torquey power delivery of the XS series 650s. With modern tyres, the stylish XS-1, XS-2 and XS-2B models handle well enough.

Useable power from as low as 1500rpm makes for a relaxed ride. Gearboxes rarely cause trouble and the these relatively light bikes are easy to handle and fun to ride. Even vibration is kept to acceptable levels by rubber mounted ’bars, footrests and engine.

Success or failure? The fact that the XS series remained in the Yamaha line-up from the 1970 model year up until the end of the


Out of sight, out of mind.
YAMAHA
XS650

YAMAHA

PARALLEL TWINS SPECIAL

1983 season probably tells you all you need to know. In my previous life in the motorcycle trade, I can recall selling loads of them right up to 1982. By then, they were offered at a good discount and we could sell all we could get. We rarely saw them after that, apart from routine servicing visits. Oddly, the 'custom' styled XS650S models, introduced for 1978, sold considerably better than the standard 'roadsters' – especially in America. There's no accounting for taste.

Buy one now There's no reason not to. Most parts to keep them going are readily available from The XS650 Shop in Germany (xs650shop.de), Heiden Tuning (heidentuning.com), xs650.biz in the Netherlands, Mike's XS (mikesxs.net) in the USA and Yambits (yambits.co.uk) in the UK.

Prices have been creeping up for the last few years. Custom S models are a little easier to find than roadsters and are cheaper, but a really good XS650B might make £5000-6000. Even a project will probably make £2000-2500. Early XS-1 and XS-2s seem to command slightly higher prices than XS650 models, too – despite the XS650B-on versions being arguably the best of the bunch to ride.

As smooth as a four

Yamaha TX750

1972-75 •743cc • 63bhp • 233kg • 105mph

The engine The all-new TX750 was clever. It's Omni-Phase balancer system promised the smoothness of a four – although the extra weight and complexity they added also resulted in a bike that was as heavy as a four, as complex as a four but with the power of a twin. Having said that, the pair of contra-rotating balancer shafts in the bottom of the engine do fulfil their brief. Bobweights on the chain-driven shafts cancel out the primary vibration produced by the rotation of the 360° crankshaft and pistons. When all is in good order, the system works admirably.

The rest of the engine is relatively conventional, but very different to the XS650. The TX has a dry sump lubrication system with an oil tank under the seat, and the crank is a one-piece affair running on four plain main bearings with shell inserts. The big ends are shell-type bearings too, in a departure from the roller and ball races used for the 650. There's chain drive to the single overhead camshaft and the gearbox is about the only feature in common with the smaller XS series twins.

Externally, despite sharing the XS's 74mm stroke the engine looks shorter and squatter than its smaller stablemate. Perhaps that's du to the flat one-piece cambox cover. There's also a cast alloy exhaust manifold, with a balance tube, at the front. .

The bike The rolling chassis is more conventional than the engine. And that may be no bad thing. European market bikes (the TX appeared in Europe during 1973, though it was never officially imported in the UK) have twin discs at the front, while the rest of the world had to make do with a single disc, though a pretty good one. The double cradle frame does a decent enough job, although the forks are a little soft. Only its weight – it's heavier than a Honda CB750 – lets it down in terms of handling.

Contemporary road tests were generally complimentary. 'Smoothness beyond belief,' is how *Cycle World* described it in October 1972, while *Cycle* magazine called it: 'The most advanced two-cylinder engine in motorcycling." All good then?

Success or failure? Though road tests praised the bike, the TX750 enjoyed nothing like the success of its XS650 predecessor – mainly due to the appalling reliability of early models. A stream of engine failures dogged the TX. Overheating and frothing of the oil was widely suspected as the cause of numerous bearing failures and problems with the balancer shafts going out of phase due to chain wear meant Yamaha's service department had their work cut out handling warranty work. The number of service bulletins and parts revisions they put out would have filled a library and customer confidence in the TX plunged.

Buy one now The TX750 has a relatively small but loyal following. Because when they're sorted, they're remarkably smooth and pretty fast for a mid-'70s twin. To Yamaha's credit, they stuck to it in addressing the TX's problems and, by the time they introduced the TX750A model in 1974, they'd pretty much sorted it. But by then the TX had such a bad reputation that sales were dire. It was quietly dropped in 1975.

If you can find a good A model, it might be worth a punt at the right price. And many earlier bikes will have had Yamaha's revised parts by now too. About £4000-5000 seems to be the going rate for a good machine in the UK.

The TX's problems gave it a bad rep. But if sorted it's a smooth operator

YAMAHA

bike
All-American Racers
BIG BAD TWINS
Kawasaki, Triumph and Yamaha in the ultimate 650/750 shakedown
NVT's New One
Easy Rider or Road Rat?
BIG BAD TWINS

The cover and road test taken from *Bike* magazine, June 1976 which inspired this feature and front cover images

What the papers said

How did our contenders compare to the Brits at the time? Performance data from period tests in *Motorcycle Mechanics, Cycle World* and *Bike* magazine compared

THE DATA						
	Benelli 650S	**Kawasaki Z750**	**Laverda SF750**	**Norton 850 MkII**	**Triumph T140**	**Yamaha XS650**
Capacity	642cc	745cc	744cc	828cc	744cc	653cc
Weight	480lb (217kg)	498lb (225kg)	480lb (217kg)	410lb (185kg)	433lb (196kg)	492lb (223kg)
Quarter mile	14.7 secs	14.17 secs	14 secs	12.5 secs	13.89 secs	14.07 secs
Max speed	97mph	108.3mph	115mph	110mph	111.1mph	107mph (est)
Fuel economy*	55mpg	41.2mpg	38mpg	52mpg	45.4mpg	51mpg
Original Price	$1799	£949	£998	£770	£837	£899
Issue	Jan 1972 (CW)	Jun 1976 (B)	Oct 1973 (M)	Jan 1974 (M)	Nov 1975 (B)	June 1976 (B)

Sources; **MCM** = *Motor Cycle Mechanics*, **CW** = *Cycle World* (US), **B** = *Bike*
*These numbers have been converted from the test figures to switch from US to Imperial gallons

With three different test sources spread over ten years, we should take all of the 'tested' numbers with a pinch of salt. Conditions vary, and so does the accuracy of scales and timing equipment. Still, the general trend is that British bikes are lighter, and overall performance may be better – though given that the Norton Commando MkII has a 175cc capacity advantage over the XS650 you'd expect that. You'd also expect the bikes with electric starters and the bigger batteries that go with them to be heavier, and they are. Which you choose to buy, ride and enjoy 50 years later isn't likely to be based on performance data...

We ship anywhere in the world www.tracytools.com

THREADING SPECIALIST

- Taps and Dies
- Special Threads
- Centre Drills
- Clearance Bargains
- Diestocks
- Drill sets (HSS) boxed
- Drills
- Drills set (loose) HS
- Endmills
- Lathe Tooling
- Reamers
- Slot Drills
- Tailstock Die Holder
- Tap Wrenches
- Thread Chasers

Tel: 01803 328 603
Fax: 01803 328 157
Email: info@tracytools.com

www.tracytools.com

Tracy Tools Ltd
Tap & Die Specialist, Engineer Tool Supplies

Vehicle Wiring Products

We supply a comprehensive range of wiring products for repair, modification or complete rewire to your classic bike

FREE CATALOGUE

Visit our website, phone or email for a free catalogue
www.vehicleproducts.co.uk

Tel: 0115 9305454 ■ *Email: sales@vehicleproducts.co.uk*
Vehicle Wiring Products, 9 Buxton Court, Manners Ind.Est.,
Ilkeston, Derbyshire DE7 8EF

WHAT'S NEW, IN 2023!

AUTOJUMBLES

Normous' Newark Autojumble
29 Jan | 19 Feb | 2 April | 4 June | 13 Aug |
17 Sep | 22 Oct | 19 Nov | 10 Dec
Newark Showground, NG24 2NY

Kempton Park Autojumble
21 Jan | 25 March | 13 May | 15 July | 16 Sep | 28 Oct | 2 Dec
Kempton Park Racecourse, TW16 5AQ

Stratford Autojumble
19 March | 14 May | 25 June | 3 Sep
Stratford-upon-Avon Racecourse, CV37 9SE

Eurojumble
1-2 Sep 2023 Netley Marsh, SO40 7GY

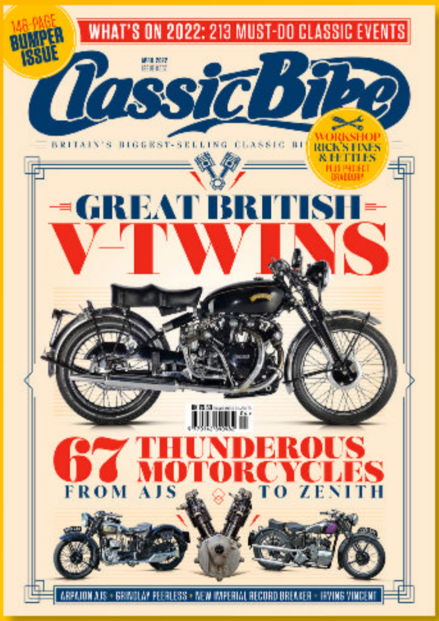
www.autojumble.info

For more information Call Customer Services: 01507 529430

AUTOJUMBLE.INFO
KEMPTON • NEWARK • NETLEY • STRATFORD

Subscribe

Classic Bike
ENDURO ICONS
Sammy Miller's International Six Day Trial survivors
Read in the shed
Friendly fire
Radical Radial


WHAT'S ON 2022: 213 MUST-DO CLASSIC EVENTS
Classic Bike
GREAT BRITISH V-TWINS
67 THUNDEROUS MOTORCYCLES FROM AJS TO ZENITH

WORLD'S FIRST CLASSIC HYBRID
Classic Bike
IMOLA 200
1972
THE RACE WIN THAT FIRED UP DUCATI
INSECT EVOLUTION
TALMAG TRIAL REPORT
TRIUMPH TWO-STROKE

Iconic or ironic?
Classic Bike
CAFÉ CRÈME
We ride a very special JAP-Norton café racer
Plus STRANGE FORCE
Classic country
Thumping back
Likes Harleys...
John Banks
DRAGSTALGIA, MALLORY 1000 BIKES, BROADFORD FESTIVAL, BROOKLANDS SHOW

Peak performance
Donington Classics
Classic Bike
BIG UNITS
Celebrating a decade of BSA's unit-construction A65 twins
WORKSHOP RICK'S FIXES

Mick Grant's Venom
Classic Bike
The IRVING VINCENTS
Dark horses from down under
Lost in Shadows
Tales of Comets
Doing Club Class
Keen on Kawasakis
Creating a buzz
Bananas at Baheza

ENJOY A YEAR OF
Classic Bike
FOR JUST £4.30 A MONTH

PRINT

£4.30 every month

when you pay by recurring direct debit

DIGITAL

£3.99 every month

when you pay by recurring direct debit

'Too dangerous for a GP'
How the F1 class led to the best TT ever
Classic Bike
X-RATED Z
Kawasaki's Z1 sex machine: 50 and still pulling strong
HIGH AND MIGHTY

NORTON MAN
CLASSICS ON ICE
Classic Bike
LEAN & GREEN
V7 Sport: Guzzi's soul-stirrer at 50
V7 SPORT RACER

148 PAGE TRIUMPH SPECIAL ISSUE
T-BIRDS & TIGERS: SINGLE-CARB TWINS
Classic Bike
Triumph
SINCE 1902
The engines, the bikes, the racers - and the legends

SUBSCRIBE TODAY AND...

» Never miss an issue
» Get free UK delivery to your door or instant download to your digital device
» Save money on shop prices
» Only £4.30 a month

'We knew Mike'
Classic Bike
BUYING SELLING FETTLING
HEAVENLY BODY
Royal Enfield Meteor 500 streaks back after 11-year rebuild

BUYING + RIDING + FETTLING
Classic Bike
SPECIAL 50 YEARS AGO ISSUE
1973
Dave Croxford: 'I raced a pig at the TT'

BUYING + RIDING + FETTLING
Classic Bike
Parallel universe
The Japanese and Italian alternatives to big-bore British twins

SCAN ME

SUBSCRIBE & SAVE TODAY

GREATMAGAZINES.CO.UK/CLASSICBIKE
OR CALL 01858 438884 QUOTE AJAA

LINES OPEN 8AM-9.30PM (MON-FRI), 8AM-4PM (SAT)

Terms & Conditions: Subscriptions will start with the next available issue. The minimum term is 12 months. Recurring payments will continue to be taken after the trial price every 6 months at £23 unless you tell us otherwise. This offer closes on April 25, 2023. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are (approximate) 2p to 10p. Cost from mobiles per minute (approximate) 10p to 40p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package – please check with your phone provider. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. Overseas? Phone +44 1858 438828. Calls may be monitored or recorded for training purposes. For full terms and conditions please visit: http://www.greatmagazines.co.uk/offer-terms-and-conditions

TWIN SHOCKS
Made in England • Custom Built Shocks
HAGON SHOCKS
www.hagon-shocks.co.uk
✆ 020 8502 6222

DAVE COOPER BIKE RACKS
DAVE COOPER TRAILERS
(CB), Unit 7, Pettings Court Farm, Hodsoll St, Wrotham, Kent, TN15 7LH
Tel/Fax: 01732-820082 Mobile: 078607 02112

CLIP-ON ADJUSTABLE BIKE RACKS: £83.50 INC P&P
JUNIOR RACKS 50cc-80cc
SENIOR RACKS 100cc-600cc
Fits any vehicle with British Standard Towbar and you can still tow with the rack in use. Made from 4mm British Steel tubing. Finished in protective enamel, light boards, tie down straps and double racks also available.

TRAILERS
SINGLE BIKE – £399 **DOUBLE BIKE – £499**
TREBLE BIKE – £539 **SIDECAR – £365**
(All prices inc VAT). Delivery service available. Spare Wheel £28.50 extra
Trailers come complete with independent suspension, clip-on loading ramp, tie down loops, wheel support clamps, security locking facility, removable light board and six enamel colours. "New" wall mounting brackets – to hang trailer on your garage wall £15.00 pair.
Prices include light board and ramp.

Email: info@davecooper.co.uk www.davecooper.co.uk

Electric Starter Kit
Norton Commando 750 & 850 MK II
"La Jambe électrique"
Some things in life are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button… the one Norton put there in 1969.
On sale only through our authorised distributors. Contact us for list.
+33 965 373 852
English spoken
ALTON
Except Mk3 and 750 Fastback with distributor
www.alton-france.com

WANTED! WANTED!
VINTAGE & CLASSIC MOTORCYCLES BOUGHT & SOLD!
MACHINES / COLLECTIONS WANTED
ANY YEAR - ANY CONDITION - FROM BASKET CASES TO CONCOURS!
WILL COLLECT! OUTRIGHT CASH PAYMENT!
CONTACT: RICHARD GAUNT
D.R.CLASSIC MOTORCYCLES LTD
TEL 01283 536379 / 07889 292536 | email: richard@drclassic.co.uk

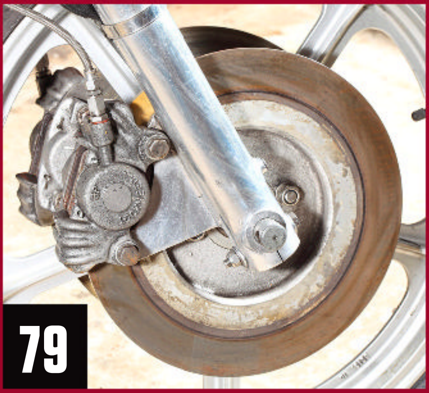
Insurance for your Classic Bike.
CELEBRATING OVER 30 YEARS
5 STAR INSURANCE
Bikesure Freethinking Insurance
If you are looking for affordable Classic Bike insurance you can trust Bikesure to find you a competitive insurance quote that won't compromise on quality.
We offer specialist policies, which we tailor to your own riding history and personal requirements.
POLICY BENEFITS AVAILABLE CAN INCLUDE:
- Multi-bike Policies
- Free Legal Expenses
- Laid-up Cover
- Agreed Values
CALL US ON FREEPHONE
0808 1001 276
bikesure.co.uk
Authorised and regulated by the Financial Conduct Authority

Spannering supremo Rick Parkington welcomes you to our

Classic Workshop

MORINI
500
camel

Prepare to be illuminated by Hugo's tale of prepping his Camel for a night rally

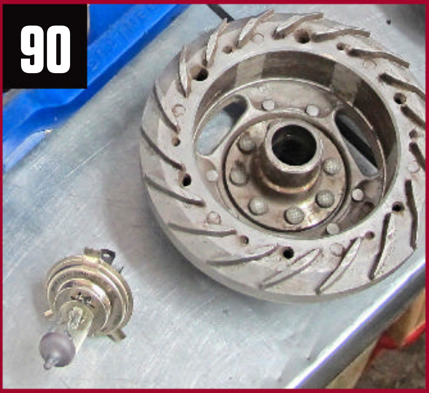


79

Rick's Fixes: His latest tips and tribulations

84

Projects: Balancing act for Triumph T-Bird



90

Our Classics: Camel gets lighter *and* heavier

classicbike.workshop@bauermedia.co.uk

Rick's Fixes

Solving the problems of the classic world

WORDS & PHOTOGRAPHY: RICK PARKINGTON

Rocker box rebuild on Rick's Beeza flat-tank took ages – and that metal is flipping cold at this time of year!

RICK'S PATCH

Cold comfort in the shed

Rick reflects on how much longer mending motorcycles seems to take when your teeth are chattering

A ROASTING UK summer cost us a freezing December. Shivering in my shed this month got me thinking about just how long it really takes to restore an old bike.

Few of us add up the time spent, but speaking professionally, restorations usually take over 200 hours, so even at a modest labour rate that's going to cost a fortune. DIY is satisfying and saves you money – and buying specialist equipment, like a lathe or welder, extends the range of what you can do. But where do you stop? Self-sufficiency only saves money at the expense of time.

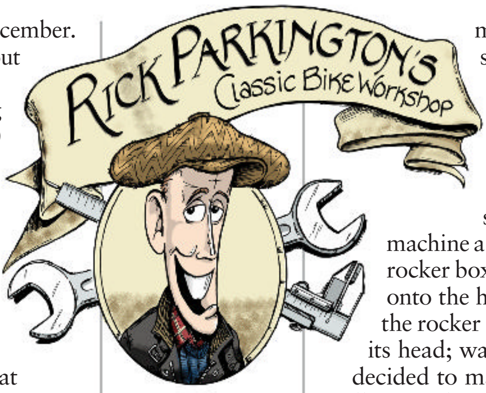
Take my vintage BSA project – I spoke about making rocker spindles, but glossed over the rest of the rocker-box build because it's an easy job that makes dull reading. Well, that easy job took several (very cold) days to complete. I had to press out the old bushes, make new ones, press them in, ream them laboriously to size, mill them back for end float, file lubrication grooves and make felt oil retaining washers. Then I had to free off a seized tappet adjuster, weld up and re-machine a crumbled spindle-locating shoulder on the rocker box, make four special nuts to hold the boxes onto the head and make the four special screws for the rocker covers. Then the 'equipment' thing reared its head; wanting to drill these screws for lockwire I decided to make a special drill chuck adapter for my milling machine – more work!

I realise that, for a more recent classic, I could have ordered these parts instead of making them – but even then, there can be problems with parts that are wrong or out of stock. We're all in the same boat, really.

Still, I now have a completed top end – and gained the bonus of a useful milling accessory. Like all the best pain/gain equations, the hardship is soon forgotten!

Right, better get on with the next job...

> **'DIY IS SATISFYING AND ALSO SAVES YOU MONEY... BUT AT THE EXPENSE OF TIME'**

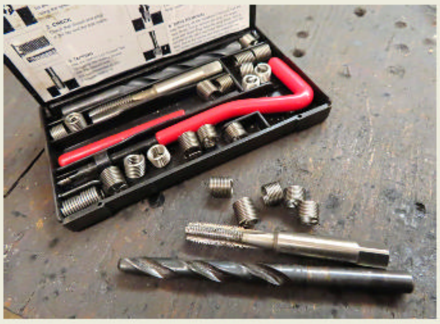


WHO IS RICK?
Rick Parkington has been riding and fixing classic bikes for decades. He lives and fettles in a fully tooled up shed in his back garden.

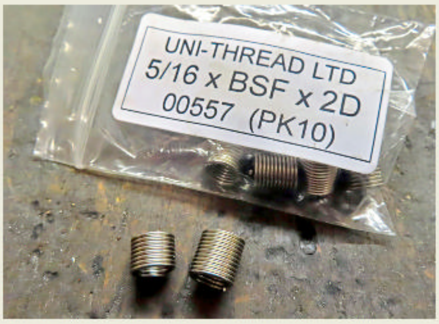
ILLUSTRATION: IAIN@1000WORDS.FI

How to... Make successful wire-insert thread repairs

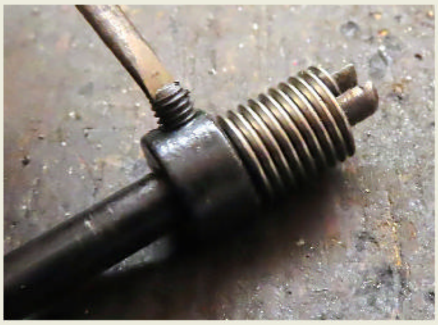
Stripped threads are a common problem on old bikes, wire inserts (‘Helicoils’) make a good solution, but here are a few tips to make life easier still...



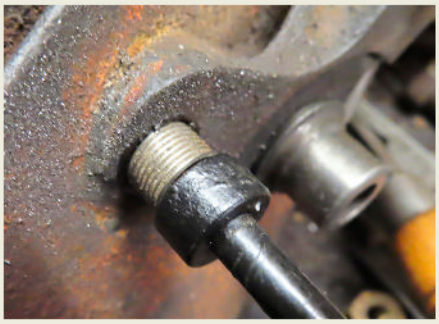
1 Kit components are sold separately, so you can often save by buying just a drill, tap and inserts, borrowing the insertion tools from a kit of similar diameter.



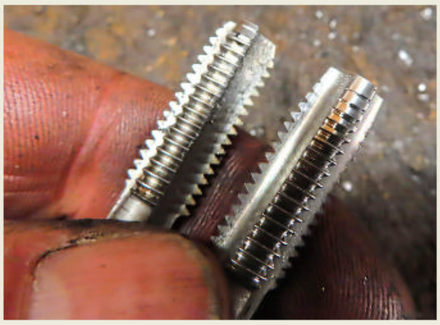
2 Insert length comes in ‘multiples of diameter’ – for an 8mm hole, 16mm deep you need a ‘2D’ insert; 12mm would be a ‘1.5D’. For strength, you need maximum depth.



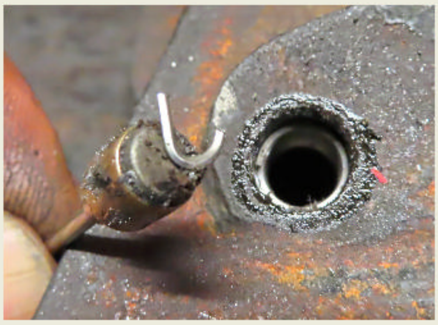
3 Adjust the collar so the insert tang is well clear of the bottom of the tool slot. Otherwise the tool can stretch the insert, causing it to jump a thread which you don’t want.



4 The collar should bear on the insert, driving it home – but it may need adjusting or it can drop out of the slot as the insert elongates to match the thread pitch.



5 Taper tap supplied (right) leaves a taper in a blind hole that can cause the bolt to gall as it’s tightened down. Final cut taps (left) are available to square up the hole.



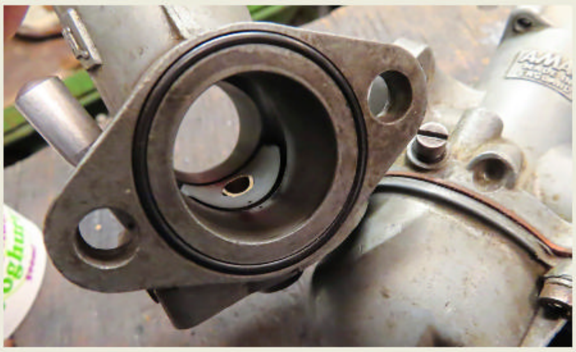
6 Insert drive tang is designed to snap off under downward pressure from the tool supplied. Inserts are magnetic, so a pencil magnet will pull it out.

THE BIG FIX

Does four go into two?

Andy Wainwright writes in to say that, having had bikes for over 50 years, he only just heard that two and four-stroke carburettors differ – and asks in what way? Well, I’m not sure they do. Obviously some have an oil pipe fitting for ‘autolube’ lubrication, but otherwise I think the difference is mainly in the settings. Being more generic than modern designs, it’s easy to compare two- and four stroke Amals – and the only obvious difference is that the spray tube, where fuel enters the airstream, is straight-cut on a four-stroke but bevelled off on two-strokes.

Two-strokes are funny things; Simple and basic, they’re a bit ‘hit and miss’. Take valve timing; you’d think an engine only starts drawing in fresh gas when the piston starts its downward journey. But tuners soon discovered that by opening the inlet *before* top centre, the rush of the departing exhaust gases sucked in fresh mixture even though the piston was still rising – the trick being to slam the exhaust valve shut before the new charge escaped, too. With careful adjustment of camshaft timing on four-strokes, both valves can be open just long enough to optimise the effect. But on piston-ported two-strokes, valve (port) timing is controlled by piston movement – not independent from it – so this form of tuning is harder to achieve. Also while four-stroke induction is direct from the carb into the combustion chamber, on a two-stroke it goes into the crankcase first. This reduces efficiency – to get power from the design demands careful tuning to compensate for these losses. That’s why powerful two-strokes are fussier, more susceptible to gas ‘harmonics’ and likely to have narrow power bands.



Left: Angled spray tube reveals this Amal Concentric is probably for a two-stroke

I’d say this is where two-stroke carburation differs the most; lower induction efficiency demands more easily-digestible fuel delivery that can cope with the stroker’s non-linear demand through the range. That’s my ten cents, anyway – if you know better, let me know at **classicbike.workshop@bauermedia.co.uk**

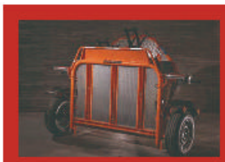
SRM CLASSIC BIKES

NORTON | BSA | TRIUMPH

SPECIALISED REBUILD
AND RECONDITIONING
SERVICES

EST. 1982

01970 627771
srm@srmclassicbikes.com



LNB Towbars
& Vehicle Extras Ltd
www.LNBTowbars.co.uk
Telephone 0117 9694955

UNO & DUO
Foldable Trailer
With lowering flatbed.
For bikes & motorbikes.

MOTOR-CYCLE SEAT
RENOVATING SERVICE

Suppliers of new seats for most
British classic bikes
Loose covers & foams supplied.

Please phone for details and price list

R. K. LEIGHTON
Unit 81, Empire Industrial Park, Brickyard Road, Aldridge WS9 8UY.
Tel: 01922 277550.
Email: info@rk-leighton.co.uk www.rk-leighton.co.uk

The Bristol
CLASSIC
MOTORCYCLE
Show

FEBRUARY 25-26, 2023

The Royal Bath & West Showground, BA4 6QN

GATES OPEN 9:30AM

FREE PARKING!

- HUNDREDS OF CLASSIC MOTORCYCLES ON DISPLAY
- INDOOR & OUTDOOR TRADE & AUTOJUMBLE
- CRACKING CLUB DISPLAYS

Advance Tickets on sale now!

ADULTS: £14.50 UNDER 16: FREE

DISCOUNTED ADVANCE TICKETS CLOSE
8:30AM, FEBRUARY 21, 2023.

Come and meet...

BRIAN CRIGHTON
& TREVOR NATION

© 2022 MORTONS ARCHIVE

classicbikeshows.com MORTONS ARCHIVE WWW.CLASSICBIKESHOWS.COM

CUSTOMER SERVICES: 01507 529529
TRADE ENQUIRIES: 01507 529430

RICK ANSWERS YOUR QUERIES

Leaning to the left

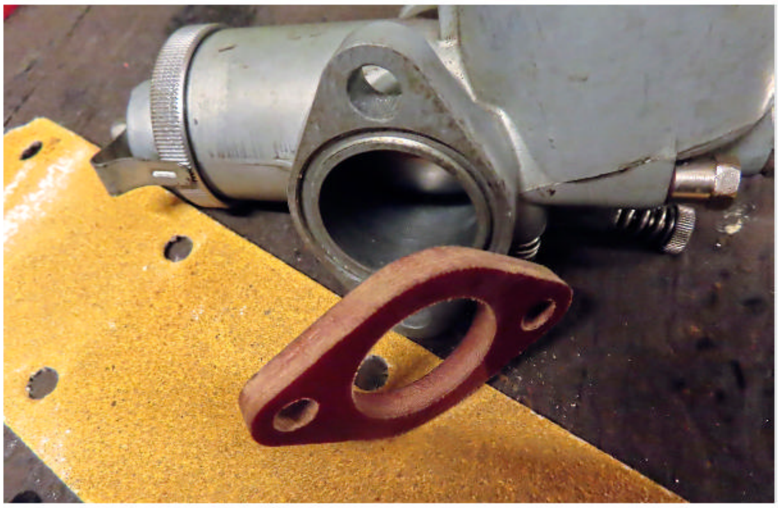
Robert Diss has a couple of problems with his Ariel Leader. The first one is it persistently runs rich on the right cylinder and lean on the left. The bike is fitted with Draganfly electronic ignition and a twin-output coil that gives a 'dead spark'. He says: "I've tried the usual things - swapping the plugs and leads, but it makes no difference. A friend suggested using a gasket which is thicker one side and thinner the other side to direct more fuel into the left cylinder, but I don't know where I can get these."

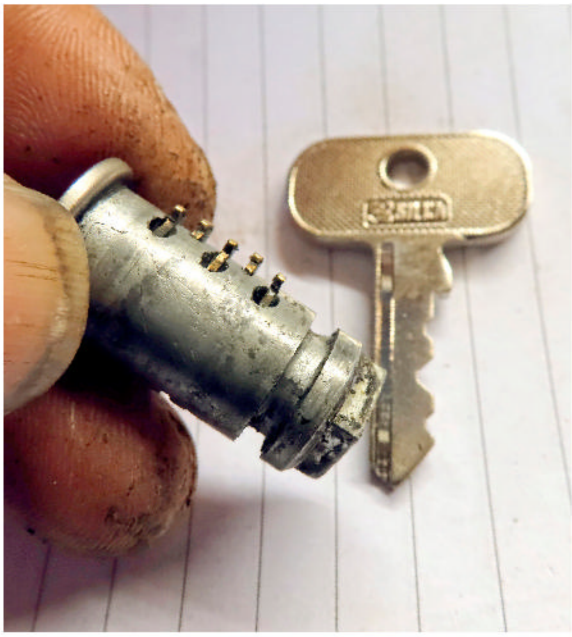
A wedge-shaped carb spacer was allegedly BSA's solution to an induction imbalance on their pre-unit twins. I say 'allegedly', because although it's a well-known story I've never been able to prove it's true. In any case, it sounds like a cure for the symptom rather than the affliction.

Sports bikes tend to have one carb per cylinder because they can be tuned perfectly to suit. One carb shared between two has to be a compromise unless both cylinders 'suck' the same. Any difference in compression (or, more correctly, bore sealing), porting or cam timing will have an effect.

With a two-stroke twin like the Ariel, there is also primary compression to consider – ie crankcase sealing. If air is drawn into the crankcase, that will lead to weak mixture, and if the seal between the two halves fails then any dominance in cylinder compression could result in one side stealing from the other.

So I suspect Robert needs to consider pulling the engine down for a closer inspection – but in the meantime, he could probably try sanding down a thick carb spacer to create an offset angle – maybe that BSA story is true after all!


Would sanding this spacer to a wedge shape really balance carburation? Rick's not so sure...


Filing down these brass plates can make the wrong key fit the lock

CHRISTMAS LOCKDOWN

Nigel Stennet-Cox got in touch over the holiday to make some interesting points about my lost pannier keys story (December Fixes). Nigel says that the lock maker Wilmott Breeden went through various prefixes – FA, FP, FS – relating to key pattern, but didn't re-use the numbers. So the reason my lock only had the digits '745' with no prefix is that only one prefix series would ever have used that number – and this will apply to Lucas ignition switches and other accessories using these locks.

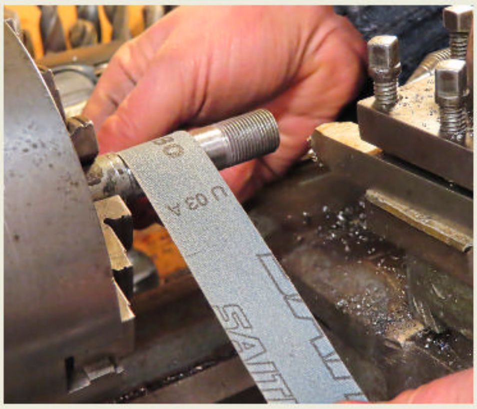
He also makes the point that if, like me, you have a key that's just close enough to work 'with a wiggle' and you can use it to release the lock body, then – because the key simply shifts the brass plates that obstruct the barrel turning – if you fit your rogue key and file down any plates that sit proud, it will work perfectly. From experience, I can see that would be easier than trying to file the key itself to suit. Thanks, Nigel – I'll try that next time.

Meanwhile, Phil Jackson got in touch to say he needed to find the key number for a Kawasaki ER5 he was rebuilding – and it turned out to be underneath the helmet lock. Phil admits the lock needs to be undone to access the screws, but I guess that even if you had to destroy it at least it's the one you can most do without and would give you the number for the more important locks.

RICK'S TOP TIPS

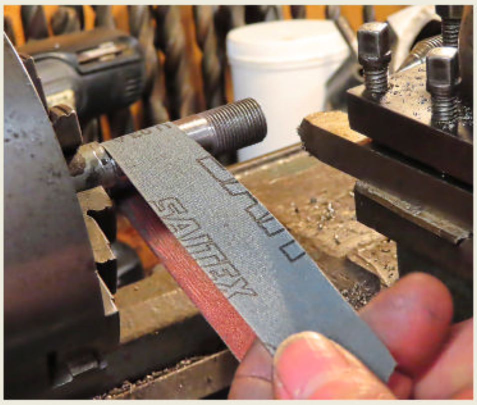
NAUGHTY

Obviously you shouldn't polish objects spinning in the lathe with emery strip. But if you do, hold it either side over the top, so problems throw your hand clear...

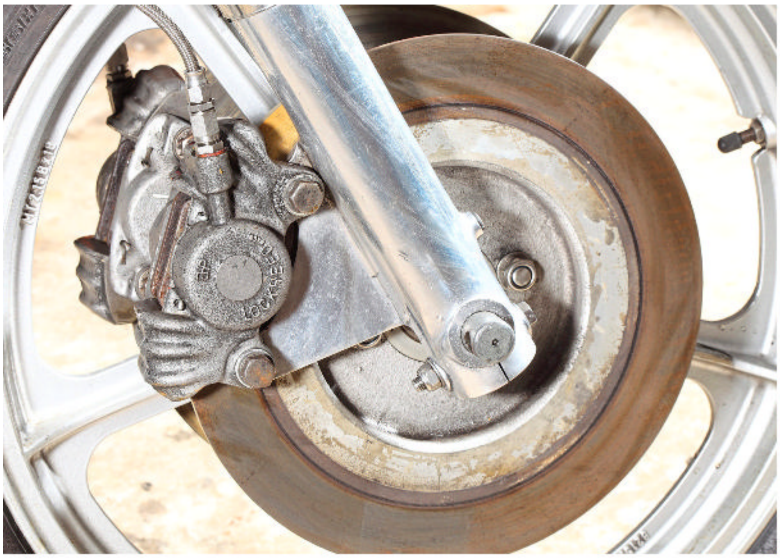


DANGEROUS

DO NOT loop it round like this! It may feel safer – but if it catches up, your hand can be pulled into the machine. This happened to my mate Nev recently and he very nearly lost his thumb.



RICK ANSWERS YOUR QUERIES



Rickman CR discs and Lockheed caliper – but where do you get replacement front discs?

BRAKING POINT

Trish Jones got in touch on behalf of a friend who's having trouble locating a six-hole brake disc for a Rickman. She says: "Do you know if there is an equivalent disc replacement or anyone who specialises in front discs?"

The six-hole disc was fitted to Rickman CR models in the 1970s. AP Lockheed made the calipers – they're still in business of course – but that doesn't mean the discs were also AP, they more likely had to do with whoever made the hubs.

Rickman CR needs replacement six-hole disc

It's also quite likely that the brake disc was off something else; making a complete motorcycle is a costly business and small manufacturers will often utilise any readily available parts rather than have them made especially.

My thinking was that the best people to contact are EBC. They still make aftermarket brake discs for popular models and even have a 'vintage range'. Although their definition of 'vintage' may not be ours, they do have a UK-based technical department and are willing to check and see if they have anything suitable. They suggest emailing the dimensions – outside and inside diameters, thickness, hole pattern and number, and any offset. Their email is **biketechnical@ebcbrakes.co.uk** or call them on 01604 583344.

Otherwise it may be a matter of looking at other bikes of the era to see if there's a match that could be obtained as new old stock or secondhand.

The bike's still alive – and so, amazingly, is kinder-pillion Rick...

RICK'S FINAL WORD

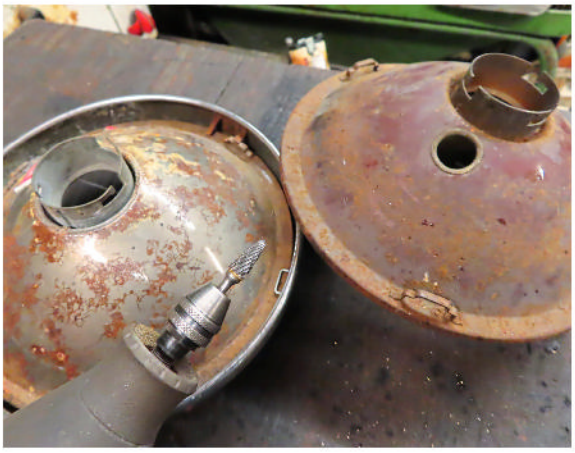
Sunbeam shines on

We've seen enough pictures of me on my old Sunbeam; here's one of me on the back of my dad's old Sunbeam back in the rather less infant safety-minded mid-1960s! Raising me proved so costly that dad had been forced to sell his 1961 Triumph TR6 and buy this more ponderous 1952 Sunbeam S7 DeLuxe. An export model, it was ridden to the UK by an Austrian student who, having burned out the crankshaft-mounted dynamo, left it behind (in pieces) and returned home. Anxious to get rid of it, the student's former landlord offered the bike to dad for 'twenty bob' – £1.

Dad rebuilt the Sunbeam, adapting a Lucas alternator to fit in place of the original dynamo, neatly covered with a cut-down aluminium saucepan, and registered the bike with a new UK number – no NOVA forms and VAT required back then. He liked the quirkiness of the old bike but it wasn't his beloved Triumph and he sold it, making a profit by selling it to then-as-now Sunbeam specialist Stewart Engineering for £65. He needn't have bothered preserving the bike in its tidy, original condition – soon after, he saw the bike hitched to a sidecar and sprayed metallic blue! Back then there were no 'classics' - just cheap old bangers working their way inexorably toward the scrapyard.

Why am I telling you this? Well, because apparently it never made it to the scrapyard. Just for the heck of it, I looked up the number on the DVLA website – and was amazed to find the bike is still around and currently taxed! So if you are the current owner of HKR 61D, you now know why it has a November 1966 registration and a saucepan on the front of the engine!

• If you've got any info on Rick's dad's old Sunbeam, contact Rick at **classicbike.workshop@bauermedia.co.uk**



Making a hole in a headlight reflector is easier with a burr than a drill

HERE'S THE DRILL...

A couple of questions from Tony Melo. First, he has an old Lucas headlight unit with no hole for a pilot light socket and asks whether it's possible to drill one. Lucas 'pre-focus' bulb type seven-inch units were fitted to bikes and cars – but cars generally had separate side lamps.

These old reflectors were made from plated brass or steel and can be drilled – but, being thin, a large drill bit will easily catch and tear the material. So I'd recommend starting with a small pilot hole and working up to no bigger than about 3/8in (or 10mm) and enlarging the hole from there with Swiss files or a Dremel – bearing in mind the resulting dust will need to be removed afterwards.

Tony also asks whether it's better to fit modern-type sealed wheel bearings or stick to the original open type that owners can grease from time to time. I'd go for sealed myself. There are two issues with wheel bearings: the grease comes out, and water and road dirt get in. With sealed bearings, the grease cannot come out and should adequately lubricate the bearing for its lifetime – especially if the seal prevents water getting in. That said, even sealed wheel bearings fail over time, but on balance the low replacement cost still keeps them ahead, especially since they prevent using the wrong grease that could melt and pollute braking surfaces.

Bumpstop®
motorcycle holding
As used by:
Bemsee and Thundersport GB race clubs,
Police, Suzuki GB, Condor Ferries etc
Ideal for:
van, trailer, workshop, transportation,
and security
www.bumpstop.co.uk
tel: 01604 845050 sales@bumpstop.co.uk

FERRET'S CUSTOM ELECKTRICKERY
THE FINEST MOBILE WIRING SERVICE FOR ALL CLASSIC BIKES
YOUR CLASSIC OR CUSTOM MOTORCYCLE'S ELECTRICAL SYSTEM COMPLETELY OVERHAULED USING TOP QUALITY AUTHENTIC MATERIALS!!
A CUSTOM OR REPLICA WIRING LOOM DESIGNED, CONSTRUCTED AND FITTED. OLD WIRING REVITALISED, DAMAGED/BODGED WIRING REPAIRED. ALL COMPONENTS TESTED, SWITCHES, ETC, SERVICED!! DEMONSTRATED IN OPERATION UPON COMPLETION!!
FREE COLLECTION & DELIVERY TO/FROM MOST PARTS OF BRITAIN!!
PLEASE PHONE TO DISCUSS IN MORE DETAIL
GREMLINS EVICTED!! www.motorcyclewiring.co.uk
07765 832420
A comprehensive range of sundry electrical components & accessories always carried in stock
OVER 30 YEARS PROFESSIONAL EXPERIENCE. ALL WORK GUARANTEED.
"DO IT RIGHT - DO IT ONCE!"

Motorcycle Pistons & Conrods
JE PISTONS
CP CARRILLO
JE Forged Pistons. Have the pistons you need, not a compromise.
4 stroke only.
4-week delivery on custom designs.
Carrillo Conrods. BSA, Ducati, Honda, Harley Davidson etc.
Reliable custom service.
CALL: (0)1462 684300
sales@cambridgemotorsport.com
Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

Motorcycle Funerals
For a dignified final journey
MOTORCYCLE FUNERALS
20 Years of Service
LET THE LEGACY LIVE ON

As seen on TV

Serving nationwide 01530 274888
www.motorcyclefunerals.com

SURREY CYCLES TALK TO THE PEOPLE THAT UNDERSTAND MOTORBIKES
Genuine AMAL carburettors
Mk 1 Premier /AL 20-32mm Monobloc 375, 376 & 389
Mk 2 Concentric 276 & 289 Pre Monoblocs
GP & TT carburettors including Float bowls and spares
EXCLUSIVE T5 Top-Rings
Ask about our unique range of Brass Oversize Throttle Valves
Tufnel Spacers: 20, 22, 24, 26, 28 30, and 32mm
⅛, ¼, ½, ¾ Thicknesses - 50mm and 65mm Fixing Centre
FULL STOCK OF AMAL SPARES
ALL CARBURETTORS JETTED AND SET TO YOUR SPECIFICATIONS FREE
Contact us on Tel: 01342 716120 / 07908 682787
email: info@surreycycles.com website: www.surreycycles.com
25 Squires Close, Crawley Down, West Sussex RH10 4JH

ITALIAN MOTORCYCLE SPECIALIST
BIKE OF THE MONTH

Moto Guzzi LeMans I, 1978
Motori Di Marino
Moto Guzzi V65 SP, 1987
Moto Guzzi 850 T3, 1978
Moto Guzzi 500 GTV, 1947
Moto Guzzi 500 GTS, 1937
Moto Guzzi 500 outfit, 1952
Moto Guzzi V700, 1968
Moto Guzzi 850 Eldorado, 1974
Moto Guzzi 1000 G5, 1980
Ducati 250 Desmo, 1974
Ducati 350 Desmo Racer, 1970s
Ducati 750 SS, 1975
Laverda 750 SF, 1972
Laverda 750 SFC, 1975
Laverda 1000 SFC, 1986
MV Agusta 750 America, 1976
The Garage, West Chiltington, West Sussex RH20 2QR
01798 813260 www.dimarino.co.uk

Looking for your dream bike?
MCN BIKES FOR SALE
- Thousands of quality bikes for sale
- Expert insight, reviews & ratings
- Theft checked for your reassurance
You'll find everything you need in one place
Browse bikes at:
www.mcnbikesforsale.com

PROJECT

Triumph Thunderbird

Rick's helping his mate Will live his unit 650 dream with an ex-Police Force barn-find resto

Enjoying the daily grind

It's great doing jobs yourself – but there are always some things you have to farm out to a specialist – ideally a firm that takes real pride in the work. Luckily Rick's already got someone in mind to sort out Will's Project Thunderbird parts...

WORDS & PHOTOGRAPHY: RICK PARKINGTON

Far right: Jay (left) and Will with the cylinders to be rebored and the crank ready for its regrind

I'm not the most organised of people; having my own equipment largely insulates me from having to plan ahead – I can just do the job when I need it. But there are times when work needs to be handed over – and that's when you need to find someone reliable to take it on.

Last month, Will and I went over the engine of his 1964 Triumph Thunderbird, looking to see what parts we needed to replace or repair. Considering how the bike looked when he got it, the motor was surprisingly good – probably because, having been a police bike, it was well maintained for most of its life. But it now needs a rebore and a crankshaft grind.

OK, the tolerance window says we could probably get away without grinding the crank – but in my experience, done right and properly maintained, these unit 650 Triumph bottom ends last indefinitely. My own bike has been running on the same big ends and mains for nearly 40 years and the oil pressure is still perfect.

There was a time when you could get a cylinder rebored – and maybe even a crankshaft ground – in every town, but reduced engine wear has seen demand fall, making these services harder to find. That's not necessarily a bad thing; this is precision work and many backstreet borers were not that great. You still find bores that have been machined off-square to the cylinder base – and therefore the crankshaft – causing an unhealthy side thrust on the piston, and increased load, heat and wear.

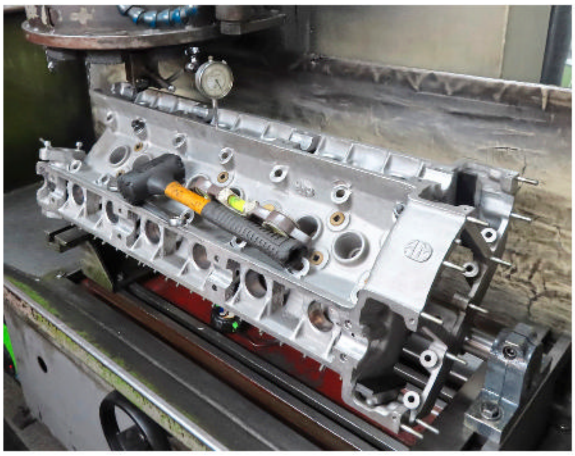
But also, old engines often have specific requirements that may be unfamiliar to people used to reconditioning modern vehicles. Cylinder bore clearances, for example, were larger than today's engines (especially water-cooled ones); cranks used to be ground with a radius at the corners to prevent breakage, but modern engines no longer need that. So not only do you need to find a competent specialist, he also needs to understand engines made with obsolete technology.

That's why I seek out people I can trust to do the work I can't do myself – and luckily Jay and Darren at Modus Engine Services in Crowborough, West Sussex fit the bill perfectly. Jay started working for the company 35 years ago and ultimately took over the business when the proprietor retired. Life-long mate Darren joined him 15 years ago and the business has grown stronger ever since.

'WE DO THE BEST WE CAN; WE WON'T LOWER OUR STANDARDS TO DO A BUDGET JOB'

Every time I visit, I find some new piece of equipment squeezed into the workshop – and the most recent addition is the Serdi valve seat machine. Jay groans: "I thought I was cured – it came up, I couldn't afford it, I turned it down... but then I bought it! It's a fantastic bit of kit and although it was expensive it was still a good price; what can you do?"

I asked Jay how he felt the job had changed over the years.



Right: Straight six cylinder head from an Aston Martin is having camshaft bushings remachined

Far right: Jay convincing Will his crank needs balancing as well as regrinding

"Originally, most of what we did was for garages. That can be difficult – garages are working to a price margin, but we're fussy about doing the best we possibly can, not lowering our standards to do a budget job. It's a personal thing, I guess, but it meant we preferred doing what I'd call 'restoration work' because classic owners value the vehicle and appreciate a proper repair. They're not just wanting to get another year or two out of the engine.

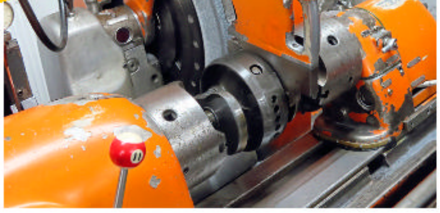
"That's actually become the majority of what we do – but not deliberately. Garage jobs fell away as vehicles changed – nowadays something electrical fails long before you need a rebore – but meanwhile the restoration work has grown and grown. We should probably start turning people away, but we genuinely enjoy what we do – and sorting out people's problems. You're not in a big hurry for your stuff are you..?"

There's the problem with my tactic. It's all very well seeking out good people for a job, but the best people are always busy. Here's hoping we can get the bits back soon and get the engine built – if you follow Will's 'Coleman Customs' youtube channel, you'll have seen that he's made a lot of progress with the chassis and we're both hoping to get the bike on the road for spring. In the meantime, we had a nose around at some of Modus' mouthwatering machine tools and what they do with them. See over...

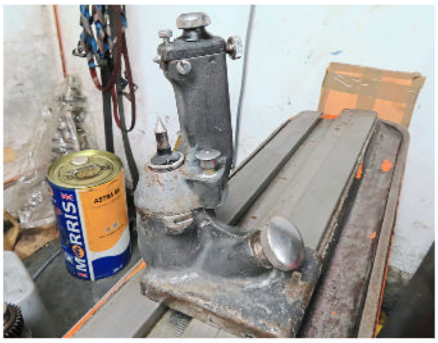
• Modus Engine Services, Crowborough, East sussex
01892 863600, modusengineservices.co.uk

CRANK GRINDING

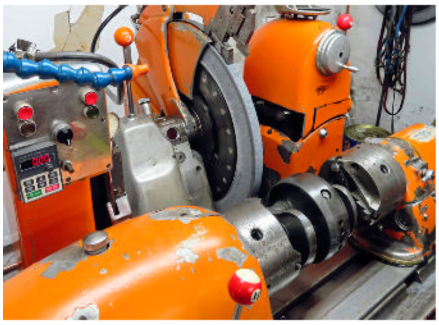
1 Modus use a 'Prince' grinder but Darren is the 'Crank Grinding King' according to a recent customer. Mild mannered and modest, he never mentions it…well, almost never!



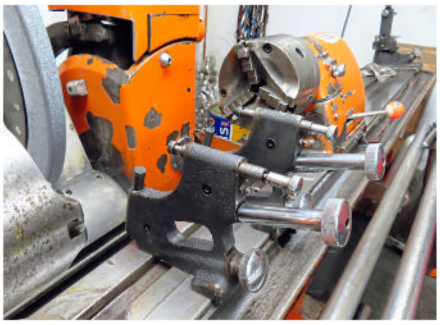
2 Darren says $^{1}/_{10}$ thou accuracy is achievable – but only after an initial set-up grind. Allowing for this, wear and ovality, five thou's the practical minimum grind.



3 Critical for old cranks is a stress-relieving radius at the corners. It's measured, then applied to the wheel using this diamond dresser; top pivots to create the rounded edge.

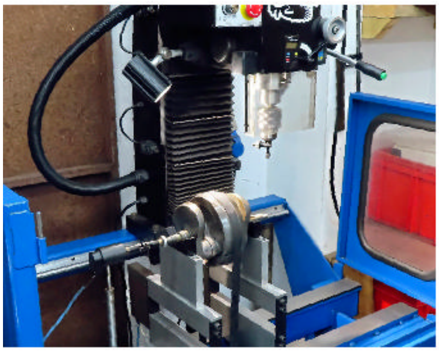


4 The crank revolves in the two chucks and a feeler on the grinding head tracks the journal to rock the wheel, keeping it in accurate contact with the bearing surface.



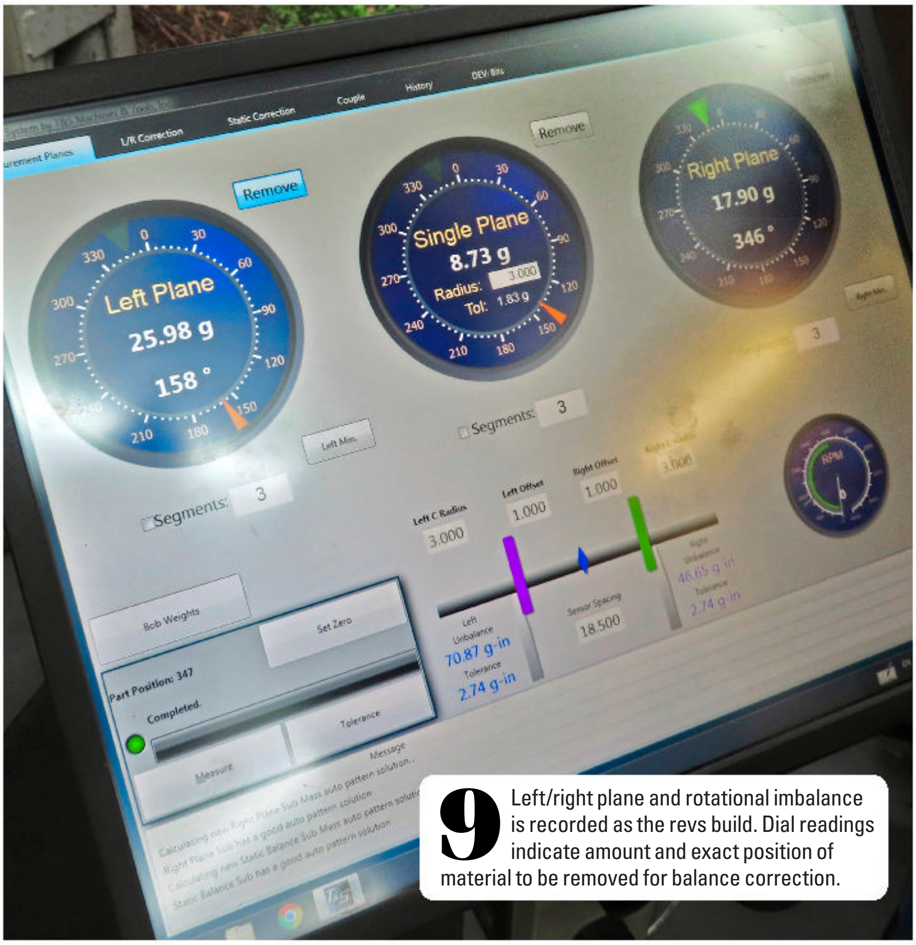
5 Less for bikes but for six or eight cylinder cranks, Darren says it's wise to use these steadies so the crank doesn't flex around the middle journals, leading to inaccuracies.

6 Some crankshafts are harder on the wheel than others; you need to spot when it needs dressing – recognising these things separates good grinds from bad.

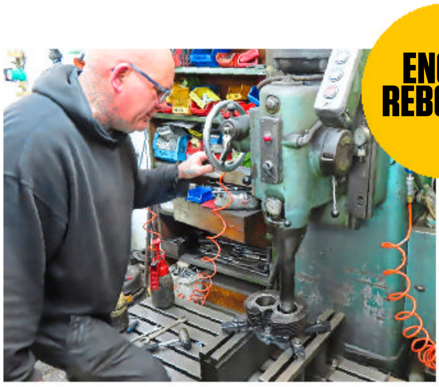


7 Inherent imbalance in parallel twins can be minimised by evening out component weights and using a known percentage figure to shift the worst to a less used rev band.

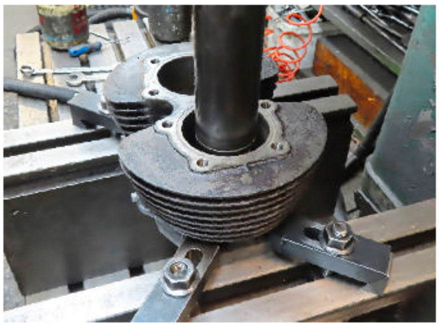
8 Rod and piston weights are checked and equalised; then weights representing the percentage to be balanced are attached to the crank for it to spin in the Probal 500 balancer.


L/R Correction
Static Correction
Couple
History
Remove
Left Plane
25.98 g
158°
Single Plane
8.73 g
Radius: 3.000
Tol: 1.83 g
Right Plane
17.90 g
346°
Segments: 3
Left C Radius 3.000
Left Offset 1.000
Right Offset 1.000
Sensor Spacing 18.500
Left Unbalance 70.87 g-in
Tolerance 2.74 g-in
Right Unbalance 46.65 g-in
Tolerance 2.74 g-in
RPM
Bob Weights
Set Zero
Part Position: 347
Completed.
Measure
Tolerance
Message

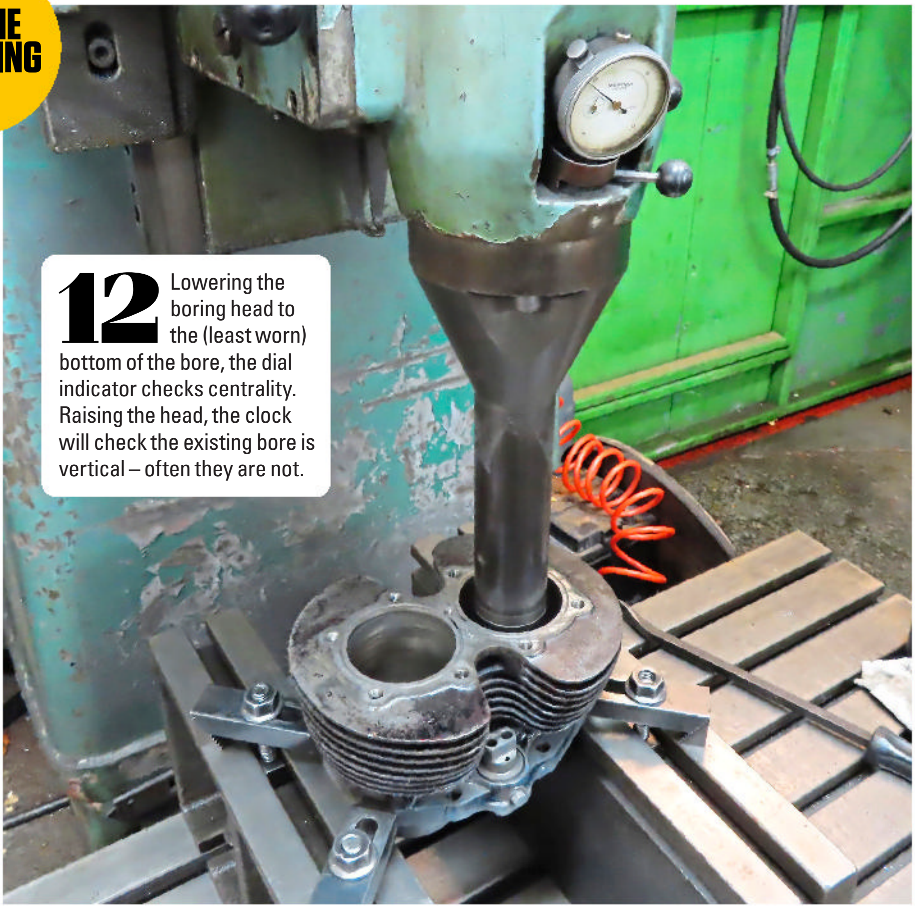
9 Left/right plane and rotational imbalance is recorded as the revs build. Dial readings indicate amount and exact position of material to be removed for balance correction.



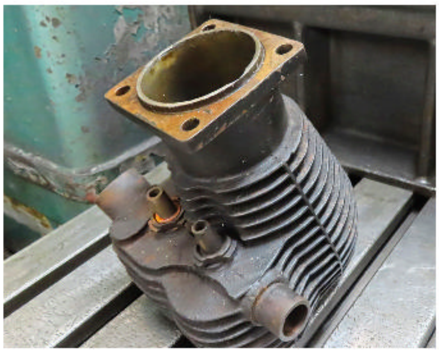
10 Mighty 'Schou' boring bar can bore cylinders from two to eight inches and is able to remove up to 70 thou in one cut – but Darren prefers 40 max.



11 It's essential to mount the cylinder in the cylinder base – that's the 'datum' – not the head joint. Barrel spigots are avoided by raising on parallel blocks.

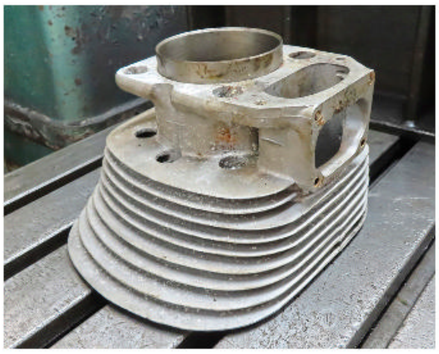


12 Lowering the boring head to the (least worn) bottom of the bore, the dial indicator checks centrality. Raising the head, the clock will check the existing bore is vertical – often they are not.

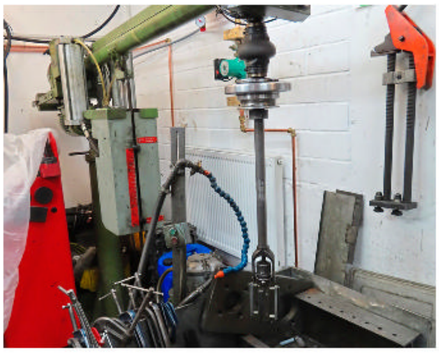


13 Vintage 'blind' barrels are done by bolting a plate to the cylinder base that's rigid and wide enough to span stacked parallels with the cylinder inverted.

14 Liquid Nitrogen is used for fitting cylinder liners. Kept in a pressurised flask, it needs careful handling, but at -200°C, it can shrink a liner by five thou!



15 Darren says more care is needed with bike barrels than car blocks – especially with deep spigots where unsupported liner can distort leading to 'chatter'.



16 After boring, the cylinder is honed to give the correct crosshatching angle for oil retention as the rings bed in. Error is a common cause of ring failure/smoking.

17 Large grinding area makes cooling the stones essential; it's also vital no debris in the coolant can score the bore, so it's pumped via a multi-filter pack.

18 Modus keep a bewildering array of different grinding stones, reflecting the cylinder materials they work with – from cast iron up to the latest Alusil bores.

AVAXHOME-

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

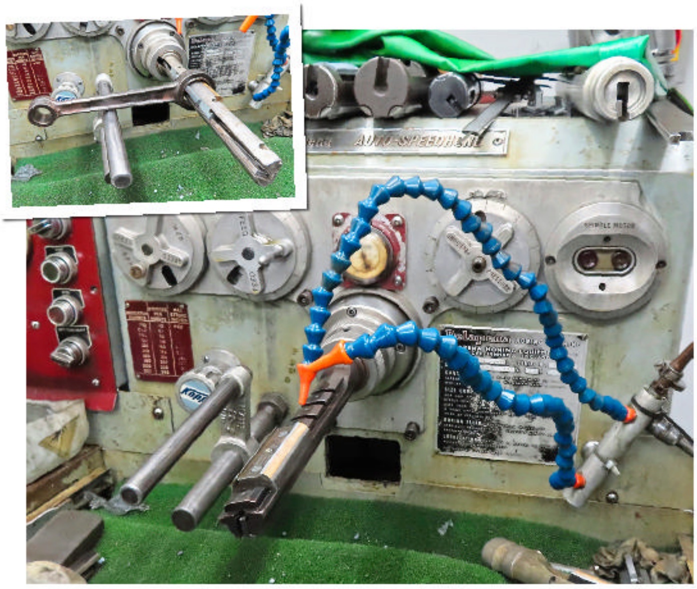
All languages
Brand new content
One site

AVXLIVE.ICU

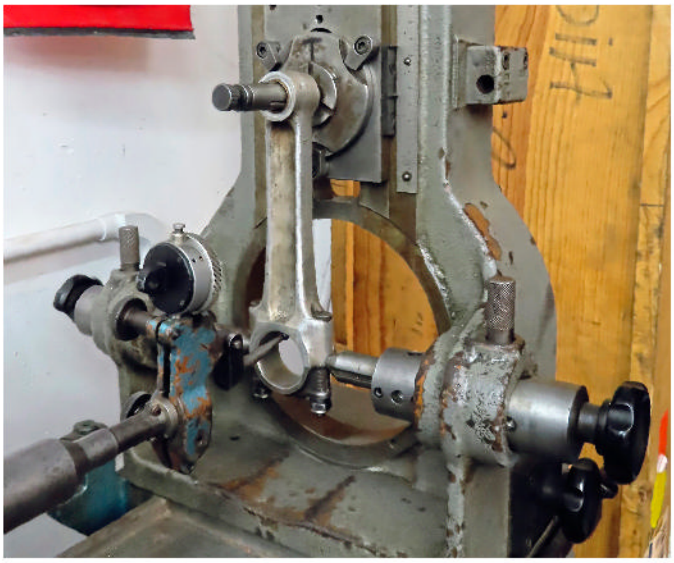
AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

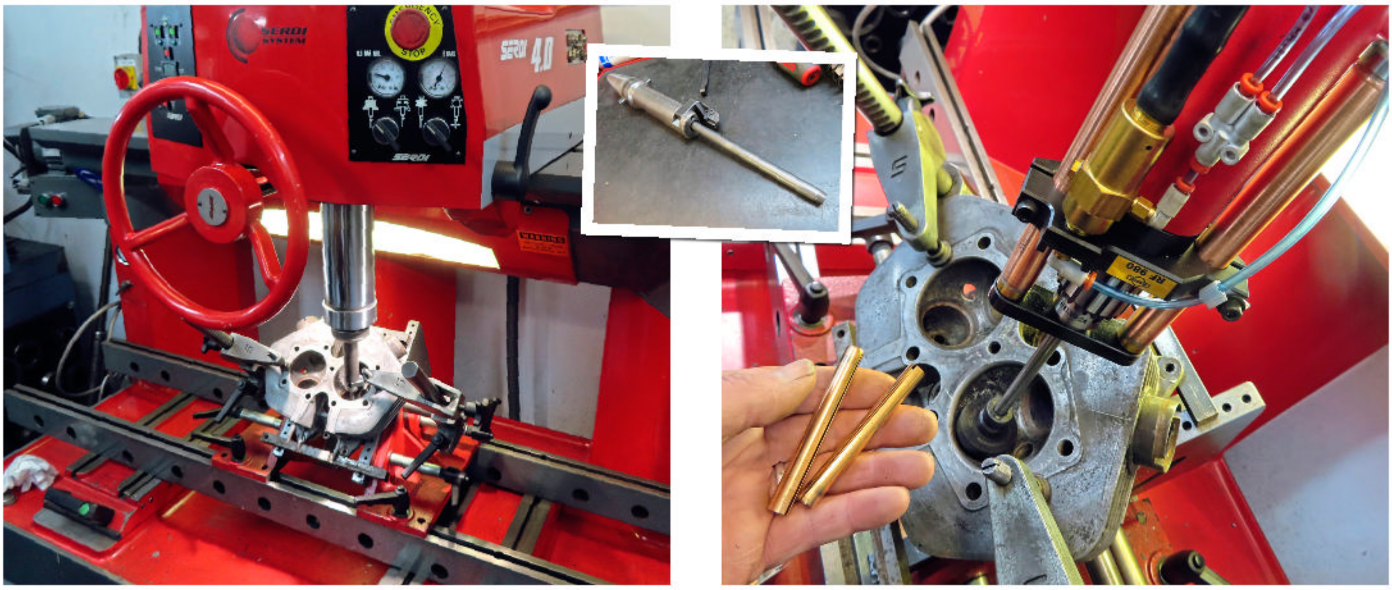
Mmmm... more specialist machine tools



Auto Speed Hone
This machine sizes smaller bores – eg small end bushes and conrod races. The expanding mandrels come in various diameters, and different grade stones are available – not just for finish. Soft stones are used for hard surfaces and vice versa. The mandrel is expanded using the 'feed' control and the work is run carefully back and forth over the tool by hand.



Berco conrod machine
This is mainly used to bore new small-end bushes. It can also true-up a damaged or distorted big-end eye. First the cap joint is skimmed to reduce diameter. That leaves the eye slightly elliptical, so the boring tool is used to return it to round. It can also be used to bore out these early Triumph white-metalled rods to take replaceable shells.



Serdi valve seat machine
This impressive bit of kit is the last word in valve seat work. Valve guides are the datum, so if worn they're replaced. A bubble level is then inserted to set the approximate angle of the table. With the cutter mandrel fitted and table locked, the boring head – which is on a spherical mounting – adjusts its position automatically until it's precisely true to the valve guide.

Once the machine is set up, different cutters can be utilised to true-up an existing valve seat or machine away the old one prior to pressing in a replacement – using liquid nitrogen once more. This tool bores original guides for a 'liner', which avoids the requirement to extract the original guide. Once it's fitted, the liner is honed to the finished size by pressing a carbide ball through its length.

NEXT MONTH

Will's been getting on well with the chassis... what happens next depends upon how quickly Modus manage to turn round the crank and cylinder. We're both itching to get on with it!

IT'S ON!

Devitt
devittinsurance.com

MCN

LONDON EXCEL
17–19 FEB 2023

LONDON
MOTORCYCLE SHOW
www.mcnmotorcycleshow.com

EXPERIENCE THE
SUPER Sprint
THE WORLD'S ONLY
PURPOSE-BUILT HIGH SPEED
INDOOR DRAG STRIP

TOP CELEBRITIES
SEE PETER HICKMAN & JOHN McGUINNESS
IN ACTION AND OTHER BIKING CELEBS

SEE THE LATEST 2023 BIKES
ALL THE NEW 2023 MODELS FROM ALL
THE LEADING MANUFACTURERS

RIDING KIT GALORE
RETAIL AND MANUFACTURER DISPLAYS
OF PREMIER BRANDS AND DISCOUNT KIT

**WORLD CLASS
BIKE AUCTION**
BID ON OVER 150 BIKES IN THE HUGE
SILVERSTONE AUCTION

BUY YOUR TICKETS ONLINE NOW
WWW.MCNMOTORCYCLESHOW.COM

PHOTOGRAPHY: HUGO WILSON

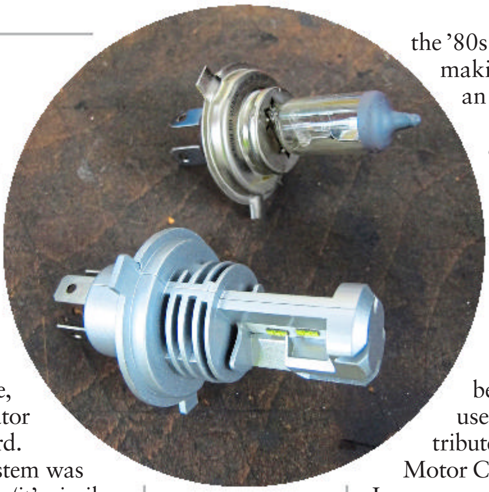
Our Classics

The bikes ridden and fettled
by the Classic Bike team

Show me the light

Hugo's entered his Morini Camel in a long distance trial. It's time to make the headlight shine brighter...

CB's editor is a Matchless, Moto Morini and Kawasaki owner who doesn't have a garage, only an ill-equipped basement workshop. He relies on specialist help.



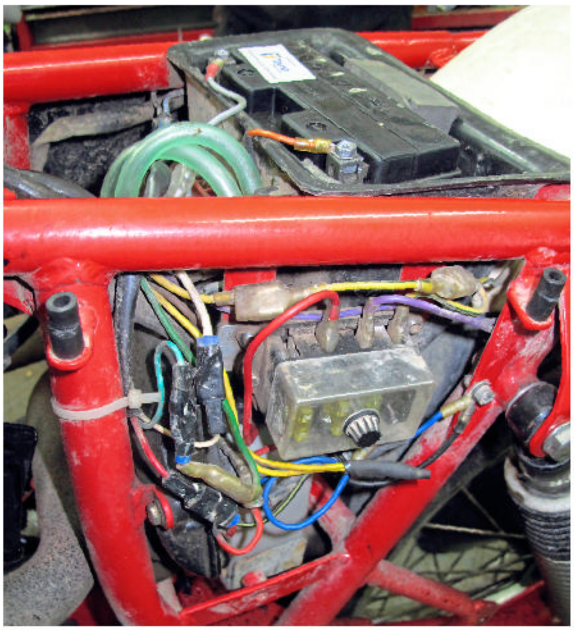
Above: The original halogen bulb (rear), and Paul Goff's 'Daylighter 2'

Cliché has it that the electrics on Italian bikes are a bit weird – and the Moto Morini 500 Camel MkI happily complies with this stereotype. This 1981 trail bike has six-volt tail light, side light, horn and indicators (missing on my bike) powered from the battery, charged via reg/rec from the flywheel generator. Meanwhile, the headlight is powered direct from the generator at 12 volts alternating current. Definitely weird.

The reason Morini adopted this curious system was presumably to allow them to use a tiny battery (it's similar in size to a Honda Cub item) to save weight. The drawback (apart from the difficulty getting 6v bulbs at your local auto factor) is that the headlight's brightness is affected by engine speed. At tickover it flickers like a candle in a draughty room, so to see where you are going you need to ride faster, which requires brighter lights, so you need to ride faster, which...

My bike's previous owner, Morini specialist and bike electrics guru Benjy Straw, used it in long-distance trials in the '80s. These events involve riding off-road, at night, making a decent headlight essential, so he devised an ingenious system to add brightness at low revs.

A full wave rectifier wired into the 12-volt circuit allows the fitting of a second, 12-volt, battery wedged into the toolbox, which means that the headlight gets full power even at low revs. Or that's the theory. But the headlight on the bike has been dangerously feeble ever since we put it back together and got it running back in 2012 (when the whole restoration saga was chronicled in *CB*).



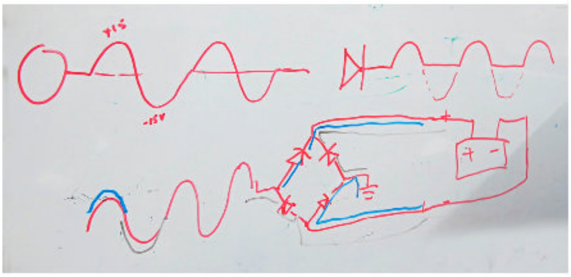
Left: 12-volt battery is stuffed into the bike's toolbox. Six-volt battery is just visible below the fuesbox

The ineffective headlight has never really been an issue, because the bike's never really been used at night – but in a fit of madness and as a tribute to the bike's competitive past, I've entered The Motor Cycling Club's 2023 Exeter Trial, which runs in January, and has a midnight start, running through the night. So I'll definitely need a good headlight (along with long johns, a thermal vest and my head examining).

"The headlight used to be fine," insisted Benjy when I spoke to him. "But bulb technology has definitely moved on since then, so maybe we should try an LED bulb." I took the bike to Benjy and ordered a new 'Daylighter 2' bulb from Paul Goff, promising 5000 lumens of lighting power for an energy consumption of 30 watts. This compares to a standard H4 bulb with around 1500 lumens according to Paul's website. The thing that arrived in the post looks like something from a sci-fi film set.

Benjy pronounced both batteries dead (the bike's been unused for a few years) and insisted on fitting new Advanced Glass Mat items. These are sealed, making them especially good for off-road bikes because the gel that's used instead of liquid acid wont spill if the bike takes a tumble. They're also expensive, so I'd best remember to leave the bike hooked up to a trickle charger (or two) if I leave it parked up again.

While investigating the wiring, Benjy also found out why the light was so dim. "The headlight has been connected up wrong, so that both filaments are wired up in series," he

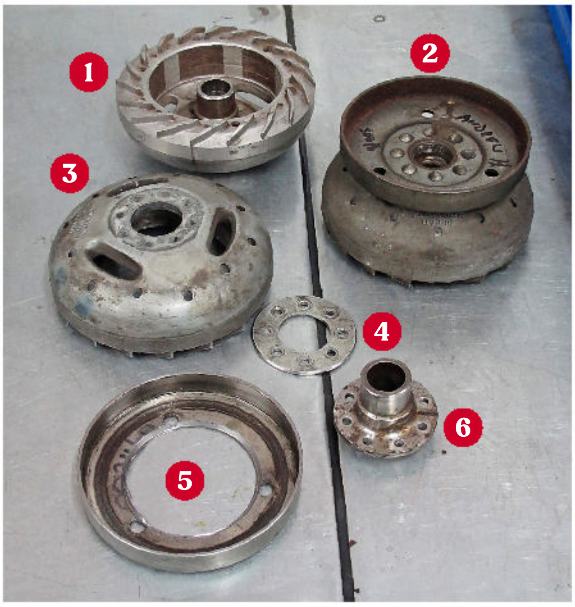


Right: Wiring diagram for modified system. Battery negative returns to rectifier

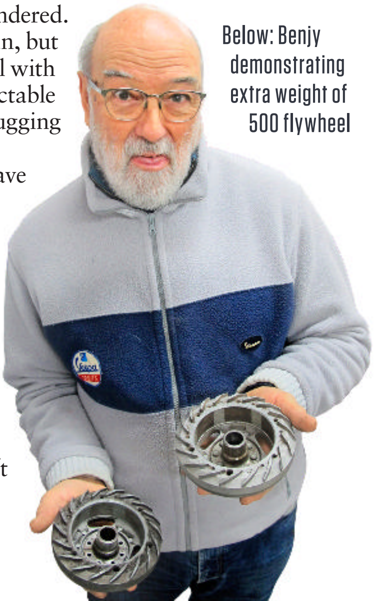
The Camel, prepped for its nocturnal road test. Improved headlight showed the way through the snow that fell later

declared. "Instead of 12 volts to one filament, you've got six volts to two, so it's just glowing a dim orange.' And so it proved. With the wiring problem sorted and the 35/35w halogen bulb refitted, the light was as it should be. But we tried the LED one, too. Sure enough, that's even brighter, providing piercing illumination of the road ahead on a night test ride (during which it started snowing). But the jury's still out on whether it'll be best for night-time trail riding. The separation between dip and main is quite pronounced, and neither beam has as much spread as the Halogen item. I'll try to do a proper test before the trial starts...

Benjy had other suggestions to improve the bike for the trial. "I've always wondered how the engine would perform with a heavier flywheel..." he pondered. 'It spins up quite quickly, which is great fun, but on slippery trials climbs a heavier flywheel with more inertia should make it a bit more tractable off a small throttle opening – better for lugging in the mud."



Right: Flywheel is now beefed up...
1: Original Camel flywheel – 1.5kg
2: 500 flywheel with starter dish – 2.5kg
3: Bare 500 flywheel
4 & 5: Starter dish after 'modification'
6: Flywheel hub



Below: Benjy demonstrating extra weight of 500 flywheel

It turns out Morini's 500 road bikes have a flywheel weighing 2.5kg compared to the Camel's 1.5kg. A secondhand item was sourced via Morini social media networks (thanks Ivan and Steve). The only modification needed is the removal of the dish on the flywheel that engages the electric start on the road bike to allow the new flywheel to fit under the (kickstart) Camel's engine cover.

The effect of the extra flywheel mass is immediately obvious. The engine can be left plodding in a taller gear and will pick up cleanly from small throttle openings, which is just what we'll be needing at 3am on a greasy track in January. Wish me luck.

- Benjy Straw: Morinis and electrics sorted – 07771 554570
- Paul Goff: Bulbs and batteries – norbsa02.freeuk.com
- MotorCycling Club: Torturous events – themotorcyclingclub.org.uk

SPEEDO REPAIRS
CHRONOMETRIC & BRITISH MOTORCYCLE INSTRUMENT SPECIALIST
❊ 1st Class Workmanship ❊
❊ Competitive Prices ❊
❊ 12 months guarantee ❊
Tel: 01252 547394
Mobile: 07824 884434
http://www.speedorepairs.co.uk
Email: a.pople@yahoo.com
Speedo Repairs
9 Laurel Close, Farnborough, Hampshire, GU14 0PT

Classic Bike

NEW SHOCKS FOR YOUR CLASSIC
Shocks for most road & off road bikes
From only £98 inc
NJB SHOCKS
Mob: 07788 715163
www.njbshocks.co.uk
norman@njbshocks.co.uk

Meltedsliders
Dyno Tuning & Accessories
Igni Tech fuel & ignition systems
APPROVED
sbs
ROCK OIL
Woolich Racing
Tel - 01283 210816 / 07870 771723
E-mail - info@meltedsliders.co.uk
www.meltedsliders.co.uk

STAINLESS STEEL
FROM D. Middleton & Son
Kits for Norton Commando's
42 YEARS OF EXPANDING AND HONING MY RANGE FOR MOTORCYCLES
Stainless Steel Bolts, Nuts, Allen Screws, Hose Clips, Exhaust Clamps, Nipples, Bar, etc.
Cycle, BSF, BSW, BSP, UNF, UNC Metric and Metric Fine.
D. Middleton, Unit 5, Lady Ann Mills, Batley, W. Yorks, England WF17 0PS
Tel: 01924 470807 (24-hour). Fax: 01924 470764
Email: sales@stainlessmiddleton.co.uk
www.stainlessmiddleton.co.uk

BSA A10 B31 and Goldstar Stainless Parts
Barleycorn
Also Range of Parts for Cafe Racers
Alloy Rearsets, Stainless Clip-ons
Tel 01379 586728
www.barleycorn.co.uk

PAUL GOFF
Classic Electrical Specialist
Worldwide delivery
LEDS & QUARTZ HALOGEN BULBS
Daytime riding lights from £4.00
A REG ONE 200W REGULATOR/RECTIFIER
For alternator bikes £37.95
V REG DYNAMO REGULATOR £49.95
01494 868218
www.norbsa02.freeuk.com
49 Chequers Lane, Prestwood, Bucks. HP16 9DR

Goldburn Finishers Limited
UNIT 1 AND 2,
BROXHEAD INDUSTRIAL ESTATE,
LINFORD, BORDON, HANTS, GU35 0JX, UK
Tel: 01420-477696
email: info@goldburnfinishers.co.uk
www.goldburnfinishers.co.uk

SPECIAL OFFER - FRAME and SWINGARM
any size shot blasted and polyester powder coated, followed by hot coat
HIGH GLOSS BLACK from £80+VAT
(other colours available)
MICROBLAST POWDER COATING
Old Yard Workshop, Arthur Road, Windsor SL4 1SE
15 mins from Junction 15 M25 & 5 mins from Junction 6 M4
microblastservices@yahoo.co.uk www.microblastservices.co.uk
Tel: 01753 620145

Triumph Tiger Cub Specialists
See our website for autojumbles we attend
Greystone Enterprises Est 1987
1000's of new and used spares for Triumph Terriers, Tiger Cubs (Road, Sports & Trials models) Bantam and Super Cubs. 1953-1969
10% Discount for The Triumph Terrier & Tiger Cub Owners Association and TOMCC.
Open 8am -4pm for collections. After hours, weekends by appointment only
Tel: 01227 262799 Mobile: 07483 306025
mail@triumphtigercubspares.co.uk
Worldwide mail order
www.triumphtigercubspares.co.uk

Monty's Classic Motorcycles Ltd
Quality Spares for Triumph Meriden Twins
TRIUMPH
NEXT DAY UK MAIL ORDER SERVICE AND FAST OVERSEAS SHIPPING
We have a vast amount of spares in stock
Genuine Triumph twin spares 1950-1983
www.montysclassicmotorcyclesshop.co.uk
Tel: 01822 617010
The Cross House, School Road, Metherell, Cornwall PL17 8FB

Keep It In Line With
Maidstone Motoliner
structural crash repair specialists
Call 01622 790705
www.motoliner.com
FRAME STRAIGHTENING
Checking and repairs, forks, yokes and cast wheel repairs.
We have 30 years experience in road or race, **vintage/classic** and modern bikes.
Unit 11, Yew Tree Industrial Estate, Mill Hall, Aylesford Kent ME20 7ET

Motor Cycles and Parts shipped Worldwide.
Motor Cycle Storage in our secure warehouse.
Contact Oakbridge on 01799 513366 for free advice and quotations
neal@oakbridgelogistics.co.uk
www.oakbridgelogistics.co.uk

MDS mdsbattery.co.uk
Batteries and Chargers
www.mdsbattery.co.uk
0800 310 2100
YUASA

Pooks Motor Books
■ Books ■ Brochures ■ Mags ■ Manuals
Bought and Sold
Shop at: Fowke St, Rothley, Leics
TEL: 0116 237 6222 / 0116 237 6661 / 07808 576837
pooks.motorbooks@virgin.net
www.pooksmotorbookshop.co.uk

West Mercia Radiators 0121 - 556 - 4142
- West Mercia Radiators are proud to be one of the UK's fastest growing experts in the repair and re-coreing of practically all and any type of motorbike radiators
- We can have it fixed and back to you as good as new within 7-10 days
- Our prices are shockingly competitive, and are far cheaper than buying a new one from a dealer, or even second hand

West Mercia Radiators 83 Holyhead Road, Wednesbury, West Midlands WS10 7PA
www.westmerciaradiators.co.uk

FRAME & PARTS RE-FINISHING
SHOTBLASTING & POWDER COATING SERVICE
We have over 45 years' experience re-finishing motor cycle frames and parts • Fast Turnaround • All Colours • *Close to Junction 6 of M6.*
SPECIAL OFFER: Frame & Swinging Arm shotblasted and powder coated gloss black **£90 plus vat**
Powder Coatings Ltd, 215 Tyburn Road, Erdington,
Birmingham B24 8NB. Tel 0121 250 2170

TRK BRAKING
JAPANESE QUALITY
NO FUSS CALIPER REPAIR KITS
www.wemoto.com 01273 597072

Quality Chrome Ltd
SPECIALISING IN NICKEL, COPPER, CHROME, GOLD PLATING,
FULL METAL POLISHING SERVICE, ELECTRO-PLATING OF STEEL,
COPPER, BRASS AND MOST ALLOYS
Parts collected from your door on next day delivery anywhere in the UK.
Phone today for friendly advice.
ALLWORK IS CARRIED OUT BY OURSELVES IN OUR FULLY EQUIPPED PLATING PLANT.
QUALITY CHROME LTD, UNIT 1 & 2 MALTON STREET, WITHAM, HULLHU9 1BA
TELEPHONE & FAX (DAY) 01482 589838
Email: sales@qualitychrome.co.uk Website: www.qualitychrome.co.uk
All work guaranteed to British Standards

MOTORCYCLE COLLECTION & DELIVERY SERVICE
- Nationwide and fully insured
- 20 years experience, competitive rates
- Secure storage available
- Satellite navigation systems fitting thus ensuring a speedy delivery any time
- Vans are fully equipped to hold securely

Also for Scooters – Quads – Pushbikes – ATV's Sidecars – Mobility Scooters, etc. Call for details

Call **ACCELERATION**
07774 964386 or 01244 532443
www.accelerationcads.co.uk

D H DAY
Mechanical & Electrical Engineering Magnetos, dynos, exhausts etc. Fully equipped machine shop.
Tel: 01793 812323
Fax: 01793 845323
dhday31@hotmail.com
ALDRANS, CHURCH HILL,
WROUGHTON, SWINDON. SN4 9JR

CS Custom Bikes
•Custom Bikes Made to Order •Second Hand Motorbike Sales
•Vintage and Retro Motorbike Restoration Work Undertaken
For all enquiries please contact us: 07845935921
cscustombikes@outlook.com @ cs custom bikes

ALL MOTORCYCLES WANTED
- Any make or model considered
- With or without MOT
- Immediate Payment
- Nationwide collection

Call **ACCELERATION**
07774 964386 or 01244 532443

DYNAMOS
DYNAMOS
DYNAMOS
DYNAMOS
Lucas and Miller
01782 856839
www.dynamosdynamos.com

THE NAME IN BRAKES THAT YOU KNOW & TRUST
- Professional Service Est 1980
- Brake & Clutch relining specialists
- Classic, Vintage, Specials & Obsolete
- Bonded, Riveted, Machined
- Wide choice of asbestos free lining compounds
- To suit all applications, Road use, Trails & Racing
- 24 Hour mail order service

Custom Brakes & Hydraulics Limited
Custom Brakes & Hydraulics Ltd
Unit 2, Holbrook Rise, Holbrook Ind Estate, Sheffield S20 3FG
Tel: 01142 767971
www.custombrakes.co.uk
FERODO THE FIRST NAME IN BRAKES
AS SEEN ON TV

ARMOTO FROM FARADAY TO MODERN DAY
REWINDS & REPAIRS
MAGNETOS DYNAMOS ARMATURES
Not just E3L's M01 & K2F's

Armoto Ltd
Tel: 01246 826667
Unit 26, M1 Commerce Park,
Markham Lane, Chesterfield
Derbs, S44 5HS
armoto.co.uk
email: sales@armoto.co.uk
3 year warranties on fully reconditioned units In house winding facilities

Devon Bike Tank Restorers
All tanks repaired and ethanol-resistant liners applied.
www.biketankrepair.co.uk
tankrestorers@gmail.com 01409 254750/07585 606433

ATK GRAPHICS
01502 534827
Stickers · Graphics · Transfers
We specialise in reproducing Graphics, Stickers & Transfers no longer available
www.atik-graphics.com

MERSEYSIDE
ELITE ENGINEERING & POWDER COATINGS
Show winning finishes • Quick turnaround • Grit & bead blasting
2 pack finishing • Alloy & stainless welding • Vintage & classic specialists
THE BOX WORKS, UNIT 6, H EYSHAM ROAD,
AINTREE, MERSEYSIDE L30 6UR Tel: 0151 524 2838
Email: eepc@hotmail.co.uk

CHROME RESTORATION SPECIALISTS
Triple Plating to the Highest Concours Standard VINTAGE - CLASSIC - CUSTOM BIKES
- Exhausts Chromed
- Petrol Tanks Repaired & Chromed
- Bright Nickel Plating
- Dull Nickel Plating
- Re-Silvering
- Hard Chroming & Grinding
- Dull Chroming of Carburettor Bodies
- Sateen Chroming Kick Starts
- Bright Zinc Plating
- Cadmium look Electroplated Nuts/Bolts
- Black & Colour Zinc Plating
- Polished Ally' Engine Cases
- Mirror Polishing Stainless Steel Exhausts
- Vapour/Bead Blasting Ally' Engine Cases
- Ultra Sonic Carburettor Cleaning

All Work is fully Guaranteed • Mail Order Service including Europe & USA After Care Products & Instructions • Free & Friendly Advice
01303 257187 www.chromerestorationspecialist.co.uk
www.vapourblastingspecialist.co.uk
COME & SEE US AT WORK - Central Engineering Design Ltd
Unit 5-6 North Close Business Park, Shorncliffe, Folkestone, Kent CT20 3UH
Mon-Fri 8.00-5.30 • Most Sats 8.00 to 12.00

R A Jones
Classic Motorcycles
Wanted Classic Motorcycles
All makes, any condition from concours to projects from single bikes to collections.
Nationwide collection. Motorcycles sold on your behalf.
Call Robert or visit website for more information.
Tel: 0161 748 0865 (Manchester) | Mobile: 07779 999025
E-mail: rajonesclassicmotorcycles@gmail.com
Web: rajones-classicmotorcycles.co.uk

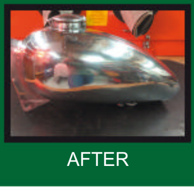
WHEELHOUSE TYRES
info@wheelhousetyres.co.uk
www.wheelhousetyres.co.uk

Boyer Bransden Ignitions
Electrifying Performance
01622 730939 www.boyerbransden.com

MOTORCYCLE
DENT REMOVAL
Paintless Dent Removal Specialist

BEFORE

- Any tank
- No cutting
- No filling



AFTER

www.motorcycledentremoval.co.uk 07968 360225

TO ADVERTISE IN CLASSIC MARKETPLACE PLEASE CALL SARAH FRISBY ON 01733 979425 OR EMAIL SARAH.FRISBY@BAUERMEDIA.CO.UK

JOIN TODAY
MCN
BEST OF BRITISH
MICHAEL DUNLOP SIGNS PBM DEAL FOR 2022 TT!
MOTOGP IS GO!!!
SEE 2022'S HOTTEST BIKES
STREET'S ELECTRIC!
GARNER IS GUILTY
No ordinary Mutt
SUZUKI
V-STROM

DISCOVER SOMETHING NEW

Try an MCN digital membership today and get your first month for just 99p

Motor Cycle News, known the world-over as MCN is your definitive guide to all things motorcycling. Every week MCN, brings you the latest news, bike reviews, road tests, exclusive first rides and so much more. Our sports team brings you unrivalled coverage and analysis across MotoGP, BSM, WSB and road racing, with behind-the-scenes access to the stars of sport.

There's in-depth real world road testing on new bikes and their rivals with accurate and independent bike reviews that you can really trust – delivered first. We have routes and inspiration to help you get more from your bike plus riding, kit, and workshop advice to save you money and boost your biking experience.

- **Immediate access to MCN on your smartphone and tablet**
- **Bonus content directly from the editor**
- **Exclusive unlocking of the MCN content archive**
- **Access to member-only rewards**
- **Read or listen to all articles on your device at home or on the go**
- **Control your digital reading experience with night mode, adjustable font size, audio and more**

members.motorcyclenews.com

MCN

Terms & Conditions **99p trial is available in the MCN app and will automatically step up to a monthly payment of £5.99. Offer ends 31.12.22. For general terms and conditions please visit: https://www.greatmagazines.co.uk/offer-terms-and-conditions

AUCTIONS
BUYING
SELLING
ANALYSIS

Classic
Market

Compiled by Gez Kane

PLUS SUZUKI GT750 BUYING GUIDE, P98

BAUER AUTOMOTIVE

T595 DAYTONA

Spot the difference: T595...

955i DAYTONA

...or 955i?

CHO?SER

Triumph T595 v Triumph 955i

The T595 Daytona was Hinckley Triumph's first proper sports bike, while the 955i was the model that replaced it. Either can be had for under £3000 – but which one should you buy?

What's the attraction? A fabulously growly 955cc three-cylinder engine and sure-footed handling makes the T595 Daytona a lovely road bike. The curvaceous bodywork, single-sided swingarm, large diameter frame tubes and detailing give them real garage presence too. This generation of Daytona was the first of the models with which Hinckley Triumph was trying to do something unique, rather than following the lead of another manufacturer, so it was a game-changer for the company – something that gives added kudos.

Which is the obvious choice? The model was introduced in 1997 as the T595 Daytona. If you want a piece of history, this is the one to go for – but there may be some issues. Early bikes suffered from cracked frames, but they should all have been sorted under warranty. There are also problems with fuelling flat-spots (which can be resolved) and fourth gear, so get a test ride.

And the alternative? For 1999 the Daytona was renamed the 955i Daytona and received a host of updates – but the chassis, the lovely curvy bodywork and twin headlight style remained. A second update in 2001 saw a significant restyle of the bike, with more angular bodywork and a bigger single headlamp unit. Both T595 and 955i can suffer from seized rear wheel adjusters, worn suspension linkages and fuel tank distortion – the plastic tanks and fuel pipes don't like ethanol.

What's the price difference? Mostly, not much. Although some dealers are starting to attach 'classic' status to the early bikes and a few hundred extra pounds to the price tag, most people are still buying on mileage, condition and originality. Useable bikes start at around £1750, with prices rising to £3000 for good machines. Sellers with a T595 in mint condition with minimal mileage might try asking for a bit more.

> **'IT WAS A GAME-CHANGER FOR TRIUMPH, WHICH GIVES ADDED KUDOS'**

Will prices rise? As with other great machines from the 1990s, it's hard to see both models going anywhere but up from here, as prices seem to have more or less bottomed out. Whether they'll surge upwards or just gently head that way remains to be seen – but there are certainly plenty of bikes around to satisfy demand. At *CB*, we believe bikes should be ridden – if you're buying as an investment to squirrel away, you'll be missing out on a great riding experience. If you buy one, ride it!

Which is the *CB* choice? If we stumbled on a really nice T595 at the right price, it'd be hard to resist – but a bike like this is for riding and enjoying, and the 955 is a better machine, plus there's more chance of finding a really good one. But we want the early looks, which means a 1999-2001 bike with the expectation of spending around £2500 privately. Currently the difference in price between a really good one and a slightly shabby example isn't enough to make it worth buying a project, so just get the best one you can afford.

- Thanks to Clive Wood for Triumph triple expertise: **mk1speedtriple.co.uk**

DEEP POCKETS

£35,000 - £40,000

1996 Saxon Triumph racer

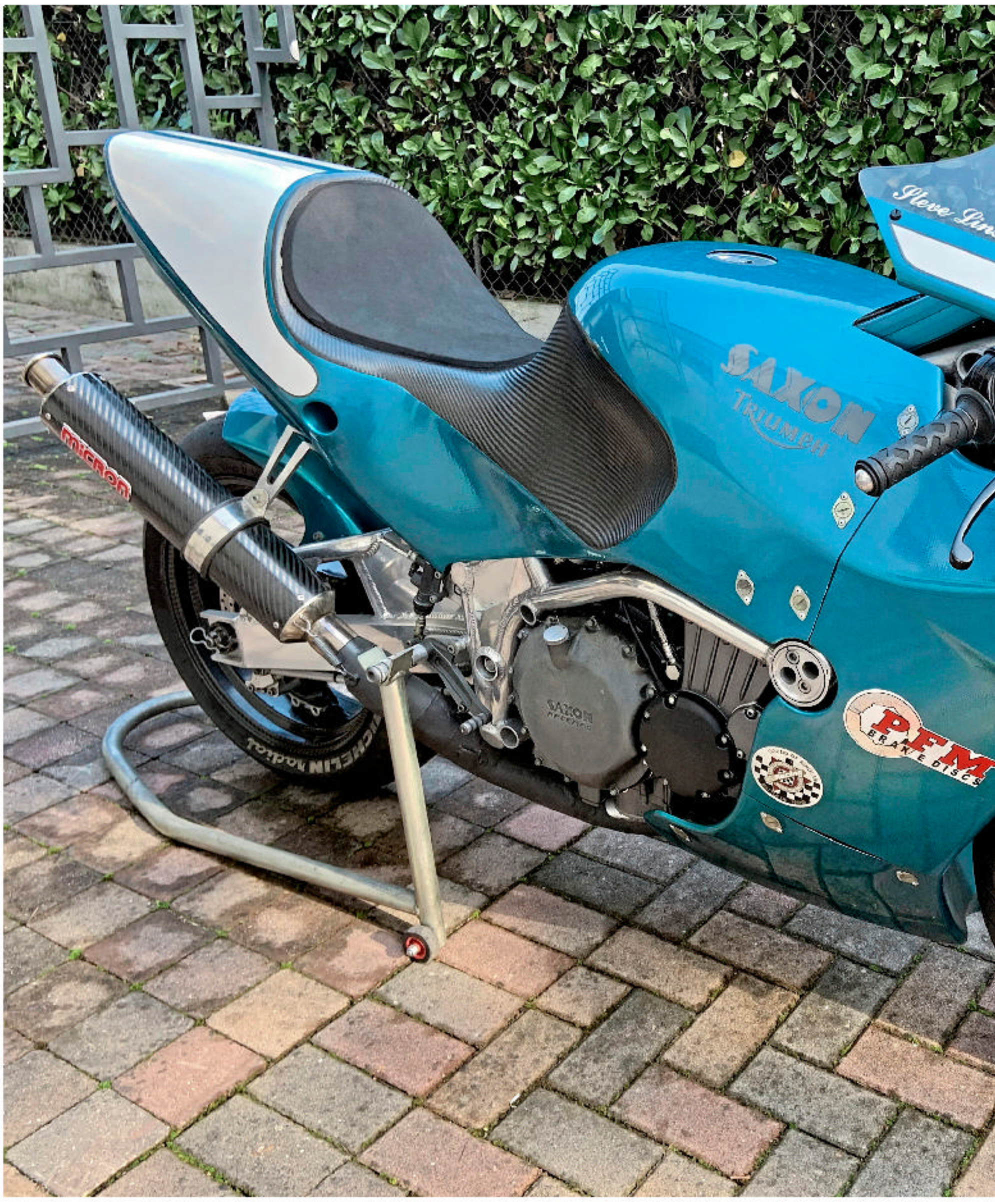
This ex-Steve Linsdell race bike is up for sale with Italian dealer Alessandro Altinier (see page 59) and has proper history. Nigel Hill of Saxon made a handful of these innovative chassis for Triumph's Super III engine – and Linsdell rode this bike in the 1996 Senior TT, recording a 113.43mph race average to take 14th place and claiming a Silver Replica as well as the Joe Craig Trophy for the best performance on a British bike.

"Paul Mercer of PFM built the rolling chassis and I built two engines," recalls Linsdell, the owner of Triumph and Yamaha dealership Flitwick Motorcycles. "The engine is based on a Super III, but with special crankcases, flat-slide carbs, and an overbore to 985cc. I ported and flowed the head and John Carpenter at Mistral Engineering, who had access to special factory parts, came up with race camshafts."

The beautifully crafted chassis features a chrome-moly tubular frame with the engine as a stressed member, and Saxon's SaxTrac forks. They appear conventional, but the stanchions have no springs or damping, with a shock absorber behind the fork controlling movement. The system provides adjustment for dive under braking as well as trail and steering angle.

"It was fast; the steering suited some circuits better than others," concludes Linsdell. "It was a handful on slower turns in the Daytona infield, but worked great at Assen and the Isle of Man."

- **altiniermotorcycles.com**



LOOSE CHANGE

Four bikes we found for sale at under a grand

£500

1959 DMW RT200TS

A challenging project, for sure – but potentially a lovely, rare little bike for the back roads. The gears select (with difficulty) and the clutch disengages. Worth a punt at this price?

andybuysbikes.com

£695

circa 1967 Honda C200

No documents, though the original registration number is discernible, but looks largely complete. This one should keep you busy for a while. David Silver will be rubbing his hands together...

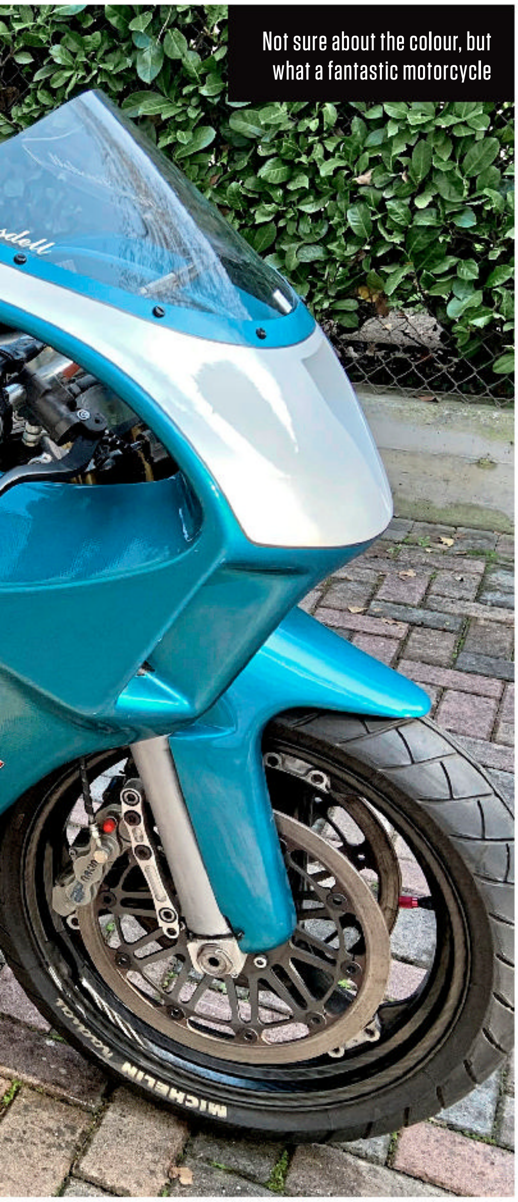
01278 285778

£995

1960 Velocette LE

Non-running project but turns over with compression. It all looks pretty original and complete, but needs ignition coil, wiring and switchgear.

owensmotorcycles.co.uk


Not sure about the colour, but what a fantastic motorcycle

£895

1961 Velosolex Model 2200 V1

Every home should have one. Looks to be all there and just the job for nipping up to the baker's. Will need registering, but cheap as chips to own and run.

07850 065187

DEALER EXPERT

ANTHONY GODIN

GODIN SPORTING CARS AND MOTORCYCLES

'I had a Honda TL125 on the road in winter – it was ideal'

We tend to think of spring to autumn as the riding season, but there are ways to keep your classic bike life on track through the British winter. Greenlaning is a great way to get out and about, for instance. I live in Kent and the county council seem to have a relatively enlightened view of trail riding here. There are plenty of byways that are legal to use on a road-registered and street-legal classic and I see plenty of older trail riders on classic machines obviously enjoying a bit of greenlane action if I'm on the road at a weekend.

In fact, a few years ago, I bought a batch of Metisse frames and, with the help of a local restorer friend, we put together a number of bikes that sold really quickly. I've always been into off-road sport – I rode motocross and enduros for a number of years – and I reckon a nice Metisse would make a great bike for the Kent byways.

I've just bought an ex-Royal Signals display team bike – and that's got me thinking, too. When I was young, I remember going to watch a couple of their displays and the chance to buy one of the team bikes was impossible to resist. It reminds me of happy times trying to master a few basic tricks myself. A couple of friends and I spotted a bloke riding a bike sitting backwards at a motocross event once. Naturally, when we got home, we had to try it ourselves. I mastered it in the end, but not before a few hilarious and sometimes painful get offs. We went on to make jumps and ended up with more bent bikes – and bodies. It was great fun.

If that sounds a bit too risky, you could just invest in a suitable classic and ride all year on the roads. Back in the day, there were long periods of time when I didn't have a car and just rode all year round. Get something light and torquey – a Brit single would do the trick admirably – and take it steady. With modern motorcycle clothing, you won't even have to get cold and wet like I did. When I lived in London, I had a Honda TL125 on the road in winter and it was ideal. You just have to wash down your winter hack regularly and douse it with WD40 or similar to keep corrosion at bay.

And, if you really can't bear the thought of riding in the winter time, take some time to plan some outings and events for when the better weather arrives. I've just entered the Great Malle Rally and I'm going to do it on my 1936 Matchless Model X. Come to think of it, I'll need to spend some time in the (warm) workshop over the winter to get it ready...

KEEP RIDING THIS WINTER ON ONE OF THESE FROM THE GODIN INVENTORY...

1999 Harris Triumph TR7 £7995

Genuine ex-Royal Signals display team (The White Helmets). Just the job for winter stunt practice. Restored by Ace Classics.

1953 AJS Model 18CS £7995

In excellent running order and with a recently rebuilt magneto, this earlier resto looks ideal for greenlaning or a snowy back road.

1973 BMW R75/5 £6395

A practical classic to ride all year round. Recently recommissioned and serviced; an original and unrestored flat-twin.

1971-1977 | 738cc | 67bhp | 230kg | 118mph

Cool triple

Suzuki's water-cooled GT750 is a big beast from the early '70s – a sizeable and sophisticated three-cylinder stroker with unique attractions

WORDS: GEZ KANE. PHOTOGRAPHY: BAUER ARCHIVE & SUZUKI

SUZUKI'S GT750 is one of a kind. In a sea of big four-stroke fours from Honda and Kawasaki, the three-cylinder two-stroke liquid-cooled GT went its own way when it was announced late in 1971 for the 1972 sales year. And if two-strokes provided the soundtrack to your motorcycling youth, perhaps a GT750 is just what you need in your life. Bigger is better, right?

Two-strokes didn't come any bigger in the early '70s. Sure, Kawasaki were still churning out their H2 triple, but it was playing second fiddle to the Z1. The GT750 was new and it was different.

But the truth is, behind the brash veneer of candy paint, chrome and polished alloy, there's a very competent and characterful motorcycle lurking.

It still summons up a unique aural experience when you fire it up – on the button, naturally. Triples have a sound of their own anyway, but a two-stroke triple is something different again. The GT needs a moment or two to get up to temperature before it can come off choke and respond to the throttle as only a two-stroke can.

Once properly warm, wind on the power and as it comes on the pipe the wail of the creamy-smooth engine will take you back to the days when petrol was 35p a gallon (handy if you owned a big stroker). Stop for fuel – and stop you will if you've been riding the GT hard – and you'll instantly acquire new friends as people who owned one (or wished they'd owned one) back in the day stop to chat or just gawp. The GT750 is that sort of bike.

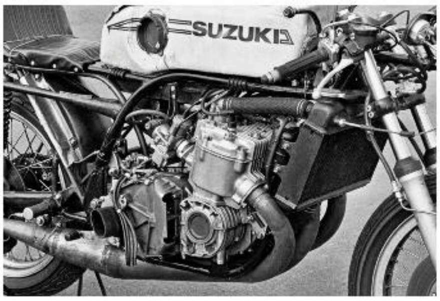
But, as you head off after filling up, you'll discover yet more reasons to think seriously about owning one. And you're guaranteed to turn lots of heads as you power past in a blur of Candy Gipsy Red, Flake Orange or Maui Blue Metallic – the Suzuki's fabulously exotic colour options.

Early models had modest outright performance; in 1972 *Motorcycle News* speed tested one at 107.27mph with the engine at just 6800rpm. For 1975 revised porting gave a significant power boost, and top speed jumped to 118mph.

SOLD BY
MASHE

Above: Leave the Roller at home and take the GT750, as demonstrated by keen tourers, Barry and Steph.

'IT SUMMONS UP A UNIQUE AURAL APPEAL WHEN YOU FIRE IT UP'



Above: Engine of Suzuki's TR750 racer was based fairly closely on the GT750's – a great PR point for the latter

To remind potential buyers of the performance potential of the GT750, Suzuki weren't shy about trumpeting its close mechanical relation to their successful TR750 racer. And, for once, they weren't being that fanciful. The TR engine was based fairly closely on the GT750 unit, and the racer bore a striking family resemblance to the GT. In the UK, Suzuki were quick to associate the GT750 with its racing cousin – enlisting the help of factory rider and rising star, Barry Sheene. Sheeney appeared in countless adverts for the big GT and his endorsement did sales no harm at all – although the road bike, weighing in at over 227kg (500lb), was much more of a tourer than a sporting machine.

Comfortable enough for all-day, high mileage jaunts and fast enough to keep all but the most speed-crazed interested along the way, the GT is one of the most practical classics to own and ride - even half a century after its launch.

Throw in a reliable electric starter, precise gearbox and smooth clutch and you've got even more reason to love the 'Kettle.' The brakes may be only just up to the performance of the 500lb-plus GT, but they are as good as anything else from the era and with carefully-maintained calipers and master cylinders, and good modern pad material, they're enough to keep all but the hardest riders out of trouble.

Approaching 50 years on, keeping a GT750 on the road is a relatively straightforward business. Spares availability for the big Suzuki remains pretty healthy. If you need tank tinware or a seat, you'll probably be forced to go down the route of used or pattern parts, but you shouldn't ever find yourself being forced off the road for want of spares.

There's also a great community around the bikes, with the UK-based Kettle Club having a membership of over 1500 owners. There are also a number of model specialists and parts suppliers who make it their business to help you keeping your bike on the road. And, with around 71,000 GT 750s being sold around the world over a six-year production run, it shouldn't be too hard to find a GT750 to suit you. ▷

Arai
SUZUKI
SUZUKI
STERLING

PRICES
MINT **£10,000-14,000**
Good **£7000-9000**
Project **£3000-5000**

With eye-popping candy colour schemes, ground-breaking liquid cooling and plenty of presence, the GT750 is a head-turner. Factor in the two-stroke performance and plush comfort levels and the result is a very engaging long-distance classic. Only additional requirement is a fairly substantial petrol allowance....

RESOURCES

The Kettle Club
Super-enthusiastic UK-based owners' club with a packed programme of events throughout the year and all the GT750 expertise you could ever wish for on hand for members.
thekettleclub.com

Chris Applebee Engineering:
One of the go-to specialists for engine work – and in particular crank rebuilds.
01268 776642

Crooks Suzuki
Suzuki specialists, Martin Crooks and his team possess a wealth of knowledge relating to early Suzukis - including the GT750. Plenty of NOS parts, too.
01229 822120

Suzuki Vintage Parts Programme
Suzuki's own spares scheme for their early models includes a useful inventory of GT750 parts.
bikes.suzuki.co.uk/vintage-parts-programme/

T and GT Spares
Netherlands-based Suzuki specialist supplying genuine and aftermarket parts.
suzukitandgtparts.nl

Barry Wilkes
Specialist GT750 restorer and parts supplier. Highly regarded restorer, engine builder, carb refurbisher and supplier of GT parts. He trades on eBay as bluesmokebaz.
baz99w@netscape.net

What to look for

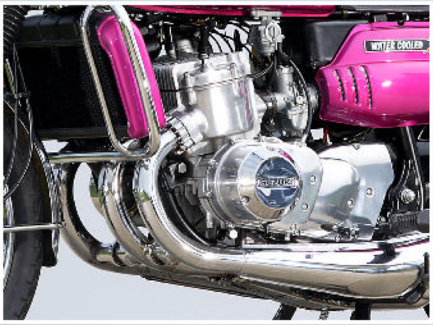
IGNITION

The original ignition system, with three sets of points to fiddle about with, can be a pain to set up. Most owners will have opted for an electronic system these days. A Newtronic optically-triggered system costs around £185 (autocar-electrical.co.uk).

ENGINE

Check for smooth running and even idling. Any engine that has been laid up for any length of time is likely to need the crank seals replacing – and that means a full engine strip and crank rebuild to change the centre seals. Apart from that, the engine is a robust and reliable unit.

GT750
SUZUKI MOTOR CO.,LTD.
CCI
LIQUID COOLED
SUZUKI



EXHAUST SYSTEM

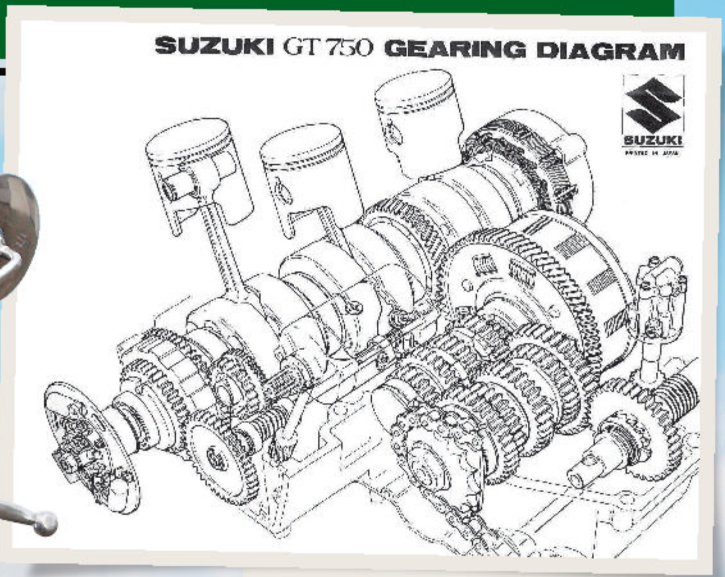
If you're looking at a bike with the original three-into-four system, examine it carefully for any damage or leaks. Despite being two-strokes, GT750 systems can rust out from the inside. If you need to replace the exhaust, originals are extremely rare. Delkevic make a superb replica system for £1399.99 – but it will only fit the M, A and B models. Expansion chamber systems are available from a number of manufacturers (Delkevic, Gibson and Higgspeed, to name but three) at prices from £675 to £1345.

SWINGARM

Check for wear in the bushes. The originals are a type of plastic and are prone to wear. Genuine replacements are readily available and bronze bushes are an aftermarket option. It's best to use the correct driver (classicbikefasteners.co.uk list one at £3.99) to install the new ones to avoid damage.

WATER PUMP

Check for leaks around the pump; it's located in the lower crankcase, with access from under the engine, although seals are readily available. Be careful when removing the cast alloy impeller – it's easily damaged.



THE BIG QUESTION...

Are the crankshaft seals OK? Budget to replace crankshaft bearing seals on any two-stroke that has been standing for a significant time – that means a full crank rebuild. Chris Applebee (01268 776642) has rebuilt close to 1000 GT750 cranks over the years. "Excessive smoking is one of the giveaways," he says. "If the seals are leaking, you need a crank rebuild to replace the centre seals. It makes sense to replace the bearings and rods while you're in there. A basic crank job costs £582, but if there's damage to crank webs or journals, that can go up. It's vital to fit the centre seals properly. If you don't press them hard up against the centre bearing, the crank web can rub on them and destroy them. We do loads of them – at one stage this summer we had 17 cranks in being rebuilt – so we'll be able to advise you on what yours needs."

SPECIFICATION
1971 SUZUKI GT750J

ENGINE/TRANSMISSION	
Type	Liquid-cooled two-stroke triple
Dimensions	70 x 64mm
Capacity	738cc
Output	67bhp at 6500rpm (claimed)
Compression ratio	6.7:1
Carburation	3 x 32mm Mikunis
Clutch	Wet multiplate
Gearbox	Five-speed
CHASSIS	
Frame	Tubular, double cradle type
Front suspension	Telescopic forks
Rear suspension	Swingarm
Brakes	Front: 2 x 200mm/ 8in tls drum. Rear: 180mm/7in sls drum
Wheels	Spoked
Tyres	3.25 x 19in front, 4.00 x 18in rear
DIMENSIONS	
Wheelbase:	1435mm (56.5in)
Weight:	214kg (472lb) dry (Suzuki brochure, claimed)
PERFORMANCE	
Top speed	107.7mph (*MCN* road test)

BRAKES

The 1973-on twin-disc front brakes are often claimed to be worse than the J-model tls drum in the wet – but with modern pads and the calipers and master cylinders in good order, the discs are a better bet. Be aware that the K-model master cylinder was unique to 1973, though the internals are the same as the later version.

Which to buy, what to pay...

WHICH VERSION of Suzuki's charismatic Kettle you go for depends on what you want from the bike. The collectors' option is probably the first J-model with its outrageous colour scheme and impressive-looking double-sided tls front brake. For looks alone, that's a fair call. But relatively few J-models made it to the UK in 1972 and, though imports from the US (where most Js were sold) have improved availability of the model on these shores in recent years, the relative scarcity of them does tend to push prices up. It's the J-models that achieve the very top money. An asking price of up to £14,000 for a flawless restoration isn't unheard of – and given the costs for parts, chrome and paint you could argue that's still better value than buying a dog and doing it up yourself.

For riding, a 1974-on GT might just be the best bet, though. There's a revised exhaust system (still available in replica form) that allows a more spirited approach to cornering and power is up to a claimed 70bhp. From the 1975 M-model, porting changes and slightly higher overall gearing give a little more top end at the expense of a little of the earlier models' abundant low-down torque. But any of them makes a great two-up ride, shrugging off the extra weight of a pillion. Expect to pay from around £6000 if you want a bike to use, rather than an immaculate show winner.

These days, most unrestored project bikes are US imports, with prices starting at around £2500 for rough and incomplete examples, rising to over £4000 for complete bikes. Either way, you should assume that it needs an engine job – those crankshaft seals will need replacing.

As relatively few J and K-models were sold in the UK, the hunt for correct parts for a resto is a bit more difficult.

The final-year GT750B features a GS750-style paint job, and it doesn't have the 'dog bone' tail light of earlier bikes. Both changes take away some of the appeal.

In general, prices are less than you'd have to pay for a desirable Kawasaki Z1/Z900/H2 or a sandcast or K0 Honda CB750. There are plenty of bikes available too, so you can afford to be picky.

Spirited riders will prefer 1974-on models, like this '74 GT750L, with revised exhaust for improved cornering clearance

TIMELINE

1972 GT750J

Actually launched in Japan in late 1971 for the 1972 sales season, Suzuki's GT750 was the first mass-produced Japanese bike with liquid cooling. While that and the GT's five-speed gearbox were a match for the technology of Honda's CB750, the twin tls front brakes were a little old-school. **Colours:** Candy Lavender, Candy Yellow Ochre and Candy Jackal Blue.

1973 GT750K

The rarest GT750 variant in the UK. Twin 295mm discs replace the previous tls drum brakes at the front. There's more chrome embellishment on the radiator side covers and late K-models are fitted with a chrome chainguard. **Colours:** Blue and White or Gold.

1974 GT750L

Redesigned exhaust system (from Aug '74) for extra cornering clearance. CV carbs fitted. Revised side panels and chromed sides to the airbox. There's a boost in power to a claimed 70bhp. **Colours:** Flake Orange or Flake Blue.

1975 GT750M

Another performance boost, due to higher compression, raised overall gearing and modified porting is good enough for a top speed around 120mph, at the expense of some low-end torque. **Colours:** Jewel Gray Metallic, Candy Gipsy Red or Candy Gold.

1976 GT750A

There's a lockable fuel cap and another hike in overall gearing. **Colours:** Maui Blue Metallic, Flake Orange.

1977 GT750B

Last year of the GT750. Revised front mudguard/indicators/rear light assembly and black side panels. **Colours:** Red or Blue.

MCN COMPARE

Bike insurance due?

- We compare all the top insurance providers in one place*
- One form, 10 minutes to complete
- 94% of our customers would recommend MCN Compare**

REVIEWS.io ★★★★★

Visit: mcncompare.com

*As of April 2021 **For full T&C's go to MCNCompare.com

mcncompare.com is a trading name of H Bauer Publishing which for general insurance distribution is an Appointed Representative of Vast Visibility Limited, 8 Princes Parade, Liverpool, L3 1DL, which is authorised and regulated by the Financial Conduct Authority under Firm Reference Number 566973. You can check these details on the FCA Register.

SOLD FOR £22,540

Douglas OB, restored in Sammy Miller's workshops – ideal for vintage runs

H&H AUCTIONS

REPORT

H&H National Motorcycle Museum sale December 7

Bidding battles and bargains

With 1500 registered bidders worldwide and a packed sale room, H&H's sale at the NMM provided a grandstand seat for a number of fierce bidding battles – adding to the tension and drama for the audience in the room.

It was no surprise that the wonderful 1973 MV Agusta 750S we previewed in the November issue proved to be the bike that went for the most money – but the manner of that achievement was astonishing. Estimated at £40,000-50,000, the bike sailed way above that, with some very spirited bidding propelling it to an eventual sale price of £98,900.

With 234 motorcycles going past the block, there was something to tempt almost everyone at the sale. Quality vintage bikes fared well, with a 1925 Douglas OB – one of only 17 known to exist – selling for 22,540. The bike, which has been restored in the Sammy Miller workshops, using most of its original components, certainly looked a treat and should prove ideal for vintage runs and events. And a wonderful 1929 Rex-Acme TT Replica, on which the vendor has completed numerous events both in the UK and on mainland Europe during his ownership, made £28,175 – despite a gearbox fault that causes it to jump out of gear on occasion.

'80s upswing: 1989 Yamaha OW-01

SOLD FOR £17,700

SOLD FOR 98,900

A fierce bidding war erupted over this 1973 MV 750S

The current popularity of later lightweight classics continued to be demonstrated at the NMM, too. A 1974 example of Honda's popular workhorse the CD175 sold for £1725 – unthinkable a few years ago. A nicely restored 1972 Kawasaki

SOLD FOR
£6440

Kawasaki S1 was an attractively restored example

S1 250 triple also fetched £6440 and an admittedly stunning, restored 1966 Honda CB77 went to a new owner for £8740.

Current classic market trends were reflected in bikes from the '80s and '90s. There's growing interest in machines of this era, as evidenced by some of the competitive bidding and prices raised. A 1985 Honda NS400R, which had been in a private collection for some years sold for £6440, while a 1989 Yamaha FZR750R OW-01 homologation special – a full-power European specification model – brought the hammer down at £17,710. Surely a sign of the future for the classic bike market...

But one of the best features of the H&H sale was its inclusivity. It was an auction where you could spend £100,000 on a spectacular MV Agusta – or go away just as happy, having snaffled a Bultaco Sherpa – complete with V5C– for just £1495.
handh.co.uk

SOLD FOR
£1495

A Sherpa for £1495, with V5C? We'll have some of that!

Auction dates

February 3/4
Mathewsons online sale
mathewsons.co.uk

February 15
Brightwells timed online sale
brightwells.com

February 17
HJ Pugh at Ledbury, Herefordshire
hjpugh.com

February 18
Silverstone sale at the Devitt *MCN* London Motorcycle Show, Excel, London
silverstoneauctions.com

AUCTION
EXPERT

MARK BRYAN

SILVERSTONE AUCTIONS

'It's a constant battle to find the bikes – and the buyers'

As we gear up for our first sale of 2023, I've been reflecting on last year. All our sales in 2022 were staged at events – which brings certain benefits along with logistical problems. But we had a pretty good year.

One of the big advantages of hosting a sale at an existing event is that we get to do our thing in front of thousands of people – many of whom won't have had any dealings with auctions before. We always have an area segregated from the main event so we can control access for security reasons and to reinforce our own identity. But, with admission by catalogue only costing £5, we've been delighted by the number of showgoers who've taken the plunge, bought a catalogue and have a look round our world.

I've been delighted that a few people who came just for a look round the show have seen something in our sale, registered to bid and gone away having bought a bike.

This year we're not running a sale at the Silverstone Classic. It is primarily a car event and we're going to replace that sale with a stand-alone event at Shuttleworth House in Bedfordshire. It's a venue that will be familiar to plenty of you anyway, as it's the home of the Shuttleworth collection of bikes, cars and aircraft and already hosts a number of events that welcome classic and vintage bikes. It's just off the M11, access is easy and there's plenty of room for us to spread out there. Hopefully we'll see plenty of you there on July 23.

Now comes the hard work – putting together four sales this year. Myself and the rest of the team will be spending a lot of time on the road, viewing bikes, cataloguing and photographing collections, checking bikes' history, updating our website and promoting and marketing the sales. It's a constant battle to find the bikes – and then finding the buyers. But it's a battle we're winning.

In the past, there's been a bit of reluctance from some people to buying and selling at auction. But I think that's beginning to be broken down as more and more people realise the benefits. Sell a bike through an advert and you'll get your asking price – or lower – if you sell at all. At auctions, you may get more than you expect for your bike. I think eBay has opened people's eyes to that.

And, best of all, don't forget that auctions are fun. There's excitement, the thrill of the hunt and the chance to do a deal on a level playing field. Come and see for yourself.
silverstoneauctions.com

NEVER BOUGHT AT AUCTION? THESE ARE TEMPTING AT THE EXCEL SALE...

1976 Ducati 350 Forza
No reserve
This Spanish-built (under licence by Moto Trans) Forza is a stalled restoration, it might be the bike you want at the price you want to pay.

1974 Norton Commando Interstate
Estimate: £6000-7000
A matching-numbers UK bike that has been the subject of an earlier restoration. Estimate looks pretty conservative...

1988 Ducati 851S factory kit bike
Estimate: £40,000-50,000
One of three bikes supplied to works Cagiva riders, this was gifted to Ron Haslam. Ron later sold it on, but it has never been used.

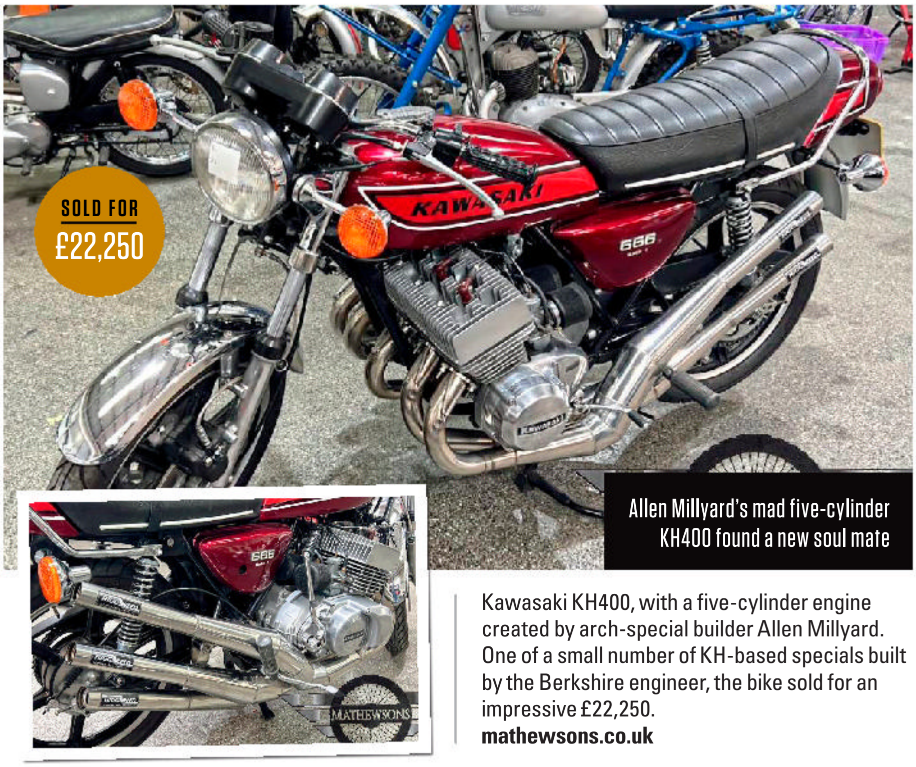
REPORT

Mathewsons Online Sale
December 2-3

Stroking the edge of credibility

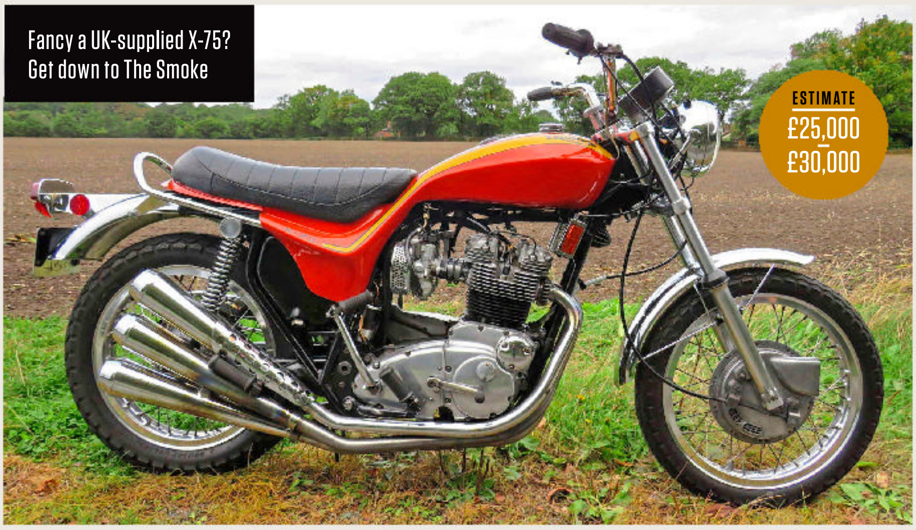
Mathewsons may be sticking to the online format with their car and bike sales for the time being, but pre-sale viewing by appointment is available and there's usually plenty of interest for classic bike fans at their combined bike, car and memorabilia sales. That was the case at their sale on December 2-3. Lightweight machines fared well, as they seem to be doing at every sale at the moment. A 1974 Honda CB250G in outstanding condition certainly enjoyed its day in the sun, selling for £3000. An unregistered. 1971 Bultaco Matador enduro machine, in what looked to be very complete and original condition, complete with lighting kit and ISDT-style tank-top tool bag and route card holder, looked a lot of fun for £2700.

But the star of the sale proved to be a 1978 Kawasaki KH400, with a five-cylinder engine created by arch-special builder Allen Millyard. One of a small number of KH-based specials built by the Berkshire engineer, the bike sold for an impressive £22,250.
mathewsons.co.uk



Allen Millyard's mad five-cylinder KH400 found a new soul mate

MATHEWSONS



Fancy a UK-supplied X-75? Get down to The Smoke

SILVERSTONE AUCTIONS

PREVIEW.

Silverstone London Motorcycle Show Sale, February 18

East End buys

The catalogue for this sale at the Devitt *MCN* London Motorcycle Show at London's ExCel on February 17-19 is shaping up nicely, with plenty more quality machines to come before the sale gets underway on Saturday February 18.

Introduced officially in 1972 for the 1973 sales season, Triumph's Craig Vetter-designed X-75 Hurricane is a bike that always turns heads. And the Silverstone sale offers bidders the chance to wheel away a 1973 example that's one of the few to be supplied direct to a UK customer that year. In the same family ownership from 1973 until 2021and with a mere 11,000 on the odometer, it's estimated to make £25,000-30,000. And, if you love the style, but can't quite stretch to the estimated sale price, there are two tidy replica X-75s in the sale, too. One is a 1968 Rocket 3-based copy with electric start and rebuilt engine (estimate: £12k-14k); the other has been built round a 1971 T150 and is estimated at £9k-10k.

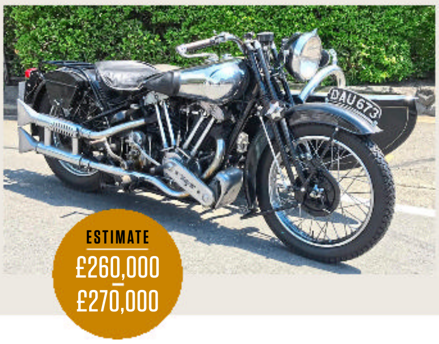
Other machines of interest already confirmed include a rare 1967 Honda CB450K0 fitted with a factory-supplied 'D Kit' to convert it into a street scrambler (estimate: £10,000-12,000) and what has to be just about the ultimate, single-cylinder British cafe racer – a 1959 Norton Featherbed frame fitted with a Patrick Walker-built replica Manx Norton engine. Its estimate is £20,000-25,000.
silverstoneauctions.com

PREVIEW

Charterhouse sale
March 30

Better hope the lottery comes up...

It might still be a way off, but it's unlikely that Charterhouse will be able to top the latest machine confirmed for their sale at the Haynes International Motor Museum on March 30. A 1936 Brough Superior SS100 would be a hard act to follow in any case – but when the bike in question was supplied to well-known racer/dealer Eric Fernihough in 1937, its allure is even more obvious. Mated, at the factory, to a Brough 'petrol in frame' Alpine Grand Sport sidecar with Cruiser body, this stunning outfit was borrowed by George Brough for the 1954 London to Edinburgh Run and has spent time in collections in America and Japan in the intervening years. Offered in superb condition, its estimate is an eye-watering £260,000-270,000.
charterhouse-bikes.com



CHARTERHOUSE

Classic Bike

SELL YOUR BIKE FOR FREE

Britain's biggest and best selling magazine for oily-fingered bike addicts

cbreaderads@bauermedia.co.uk

Please include your surname and the type of advert in the subject line. Include make, model, year, price, phone number and area, and up to 25 words of text. Please include your name and address, which will not be published or used for other purposes. Include your photo as an attachment, named accordingly, preferably as a jpeg. If a payment is required we will call you to take your card details. Your advertisement will automatically be placed in the next two available issues of *Classic Bike* – please state if only one issue is required. Due to high demand, we can only accept a maximum of three adverts per customer per issue.

Postal coupons: We no longer accept postal coupons due to revised work practices. Please Contact us on 01733 979478 for more information

BEFORE 1986
Adverts for privately-owned bikes registered before 1986 are **FREE**

AFTER 1985
Adverts for privately-owned bikes registered after 1985 **cost £20**

* Super double-column adverts cost £30

BUYING OR SELLING A MODERN BIKE?

You can advertise a bike in **Motorcycle News,** in print and online from just **£13.99**

mcnbikesforsale.com

Your advert will appear in the next available issue

AJS 350CC
1961, 0 miles, Please call for more information., GBP, 3000Suffolk, tel:07802896114

AJS MODEL 31CSR
1962, 0 miles, Purchased 1973, only 5000 miles since 1974 engine rebuild, extensive restoration, gearbox, clutch, magneto, brakes etc, historic registration, starts, runs well, my age forces sale., GBP, 5000London, tel: 07465420874

ARIEL 350
1959, 0 miles, Original Black and better than "oily rag" condition, maybe take part exchange for MX5., GBP, 3950Norfolk, tel: 01366728030

ARIEL HUNTMASTER
1958, 0 miles, Black and chrome, refurbished to show condition, matching numbers original registration, buff log book, V5C, enclosed chain case, rear rack, indicators, 12v, ready to ride, free delivery arranged., GBP, 6950North Yorkshire, tel:01723372219

BSA 500
1932, 0 miles, A great example of this BSA model, owned and restored since 2007, please call., GBP, 10900Canterbury, tel: 07808162419

BSA B31
1955, 0 miles, On SORN, stainless bolts, spindles, new tyres, rims, good all round condition. , GBP, 0Yorkshire, tel:07944666772

BSA BANTAM
1967, 0 miles, Good condition, matching numbers bike, complete restoration including fully rebuilt engine and gearbox, please call after 6pm. , GBP, 3500Hampshire, tel: 01428717640

BSA C15
1963, 0 miles, New exhaust, clutch, chain and sprockets, SS wheels, battery, top end over haul, saddle, comes with C5 doc, please call., GBP, 2300Uk, tel: 07967246914

BSA FIREBIRD
1969, 0 miles, Matching numbers, V5, in the UK over 20 years, no smoke or rattles, many spares, kept in heated garage, please call., GBP, 7000Hastings, tel:07932723682

BSA GOLDEN FLASH
1961, 0 miles, In showroom condition, re-con magneto and dynamo, 2700 miles since restoration, tax and MoT exempt., GBP, 5950Twickenham, tel:07969344367

BSA GOLDEN FLASH
1958, 49000 miles, Very original, 49000 miles, matching numbers, nice runner, fully enclosed chain case spares, buff log book, owned nearly 30 years, please call., GBP, 4500South Hants, tel:07831425426

CUSHMAN EAGLE
1964, 11393 miles, With Squire sidecar, one former keeper, very rare and original, historic vehicle, 350cc electric start, imported and registered in the UK in 2011, will need fuel and battery charging. , GBP, 4750Surrey, tel: 07725745959

DUCATI 500 GTL
1972, 0 miles, Ducati 200 frame, 1962, Ducati Desmo 500 twin engine, 1972, one of a kind, race, hill climb, track day bike, 3 years to build, please call., GBP, 11250Bolton, tel:07494326477

DUCATI DARMAH
1980, 0 miles, SD fitted with a 1990s 900 SS engine . The conversion was undertaken in 2002 due to a worn out bevel engine. Ready to ride with a recent MoT, no worrying about your investment, half price at £4500 ono, GBP, 4500West Bromwich, tel: 07791653179

HEINKEL TOURIST
1966, 20000 miles, Magnificent, matching Royal sidecar, beautiful combination unit, 2 owners from new, long term ownership, fully recommissioned by Heinkel specialist, many new parts., GBP, 6700Dublin, tel: 00353872744840

HONDA 250
1982, 13800 miles, MoT until July 2023, (2023 it becomes MoT and tax exempt in the 41st year after 1st registration), very good condition, 10 keepers,removable front screen, handlebar extenders fitted. , GBP, 1900Wiltshire, tel:07780928003

HONDA 400/4
1976, 34000 miles, Original condition in Blue, well maintained by owner mechanic. Recent new front tyre and new battery, runs well with no complaints. Selling due to not having time to ride it along with other bike., GBP, 3995Uk, tel:07934225552

HONDA CB250
1968, 0 miles, Restored to a high standard, loads of stainless, loads of spares, bills, manuals and paperwork, please call., GBP, 5000Cheshire, tel:07746594811

HONDA CB400
1977, 0 miles, Fully rebuilt, many new parts, mint condition, for more information please call., GBP, 5750Lancashire, tel: 07849764183

HONDA CB400
1977, 0 miles, Tyres, electrics, reconditioned carbs, alloy rims with SS spokes, spares 3000 miles, please call., GBP, 3995Uk, tel:07391901042

HONDA CB500
1976, 0 miles, 3 cylinder, Italian import, speedo converted to MPH, 4 into 2 exhaust, nice looking bike in good condition, please call., GBP, 4100Leicestershire, tel: 07754526531

HONDA CB750
1976, 0 miles, 32,000, UK model, great condition but needs good service, Boyer ignition, Marzocchi shocks, pristine tank, workshop manual., GBP, 5750West Sussex, tel:01243378454

HONDA CBR
1994, 13500 miles, Full service history, ground up rebuild over lockdown, very original, new MoT on sale, please call., GBP, 4000Pembrokeshire, tel: 07530230833

HONDA CBR1000
1990, 38581 miles, Recently MoT'd, good condition, great touring bike, Krauser paniers included, please call., GBP, 2500Leicester, tel:07710511460

HONDA CBR600
1992, 17900 miles, Superb condition, rare and collectable colour scheme, all original fairings and parts, comes with original silencer also, with service history, recently finished a major recommission., GBP, 3200Aberdeen, tel:07950665360

HONDA CD175
1972, 0 miles, Excellent condition, starts and runs well, interesting reg, not fully enclosed chain, megaphone silencers, owned 5+ years, original handbook, please call., GBP, 2100Kent, tel:07941083206

HONDA CG125
1982, 31806 miles, 2 owners, runs perfectly and in clean condition for age, please call., GBP, 2000Halifax, tel: 07546684729

HONDA H100
1983, 8000 miles, First year of production, barn find, please call., GBP, 500Uk, tel: 07753931874

HONDA PC50
1971, 0 miles, Very good original condition with no leaks, easy starter, good tyres, ready to ride., GBP, 950Nottingham, tel: 07850863374

Please
mention
Classic Bike
when
responding to
advertisers

WWW.
CLASSIC BIKES
.CO.UK

Will & Tom's family business specialising in Classic 70's Super Bikes, especially Z1 900 Kawasakis. Established 1981.
BUYING or SELLING see our website
WWW.CLASSICBIKES.CO.UK
or give us a call

CLASSIC BIKES & CARS WANTED! Around 30 bikes in stock.

Z1-Z900 SPECIALISTS for 35+years.
Stock is constantly changing with usually around 5 bikes available between £6000 and £20,000+ and fully rebuilt to order.

KAWASAKI	
73 Z1 900, candy Orange And	
73 Z1 900, candy Yellow	£59995 the pair
73 Z1 900, Candy Orange	£POA
74 Z1A 900, candy green/yellow	£19995 SOLD
75 Z1B 900, candy blue	£14995
75 Z1B 900, candy blue	£15995
75 Z1B 900, candy blue	£20000 SOLD
76 Z900 diamond green	£10995 SOLD
76 Z900 diamond green	£14995
76 Z900 diamond green	£15995
75 Z900 diamond green, fully rebuilt by us	£24995 SOLD
78 Z650B Green	£7K SOLD
78 Z650SR Red	£3995
HONDA	
75 CB750K5 Red	£8995
BRIDGESTONE	
67 SR175 Scrambler / Factory Racer	£7995
YAMAHA	
77 XS750 Silver/Blue	£2795
77 XS750 Silver/Blue	£7K Approx
81 SR500 Silver	£5995
99 R1 Blue, as new	£6995
SUZUKI	
91 GSX1100F Red	£1795
97 GS500E Twin Blue	£1295
BSA	
36 M23 500 Empire Star	£9995
58 B31 350 Green	£3995 SOLD
61 D7 Bantam Black	£1495 ono
63 A10 650 Golden Flash, Green, Electric Start	£6995
VELOCETTE	
69 LE 175 Gray	£1295 ono
TRIUMPH	
68 T120R Bonneville Red/silver	£9995
NORTON	
60 Dominator 88 500 Red/white	£5995
60 Dominator 99 600 Green/grey	£8995
ROYAL ENFIELD.	
62 250 Crusader, Red	£2750
JAMES.	
57 Captain 197cc Red	£2495

JAGUARs & Other Classic Cars in stock include;
XK120, 140 & 150, E Type, Range Rover,
See our website or phone.
SIMILAR BIKES & CARS WANTED!
DELIVERY SERVICE AVAILABLE GLOBALLY.

BUYING or SELLING? Our website is up dated daily with photos, videos and details of all our stock, Links and Information. We are only "a click" away! Visit us and See all our bikes at: www.classicbikes.co.uk

RWHS CLASSIC BIKES
Est. 1983
Tel. 01630 657156
www.classicbikes.co.uk

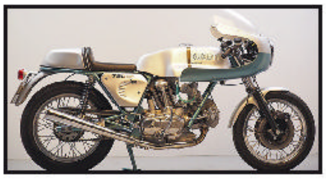
Classic Bikes Ltd.
Nr. Market Drayton
SHROPSHIRE
(20minutes M6 J14 & J15)
OPEN BY APPOINTMENT ONLY PLEASE
Please PHONE or email for
DIRECTIONS & APPOINTMENT
Tel. 01630 657156
email will@classicbikes.co.uk

Made in Italy
MOTORCYCLES

Aprilia 6.5 Stark low miles V good	**£4,500**
Baines 900 Imola, excellent throughout	**£15,950**
Bimota DB1 Special	**£29,950**
Bimota DB1, Stunning	**£27,000**
Ducati 900SS 1977, V lovely	**£34,950**
Ducati 900SS 1997, low miles, fantastic	**£6,500**
Ducati 900, Egli inspired special, stunning	**£24,950**
Ducati 900GTS 1978, restored, lovely	**£14,750**
Ducati Moto GP 3, Ex Troy Bayliss	**POA**
Ducati 350 SCR, restored	**£8,500**
Ducati 750 Imola with 4 valve heads! A real one off	**£34,950**
Ducati 796 Monster, excellent	**£5,650**
Ducati NCR 1980 Race bike	**POA**
Ducati 888RS Suzuka 8 hrs	**POA**
Laverda 750SFC replica, nice condition	**£13,950**
Maxton TZ 350, much history and excellent	**£16,950**
Moto Guzzi V7 700 good runner, average condition	**£5,500**
Moto Guzzi Le Mans 1, V nice	**£11,950**
Moto Guzzi 500GTS lovely	**£15,900**
Moto Morini 350 Sport 1979, 700 miles from new	**£8,250**
Vyrus 985 C3 V4 Carbon, the highest spec	**£49,950**

MV Agusta 500/3 £POA

Ducati 900 Sport, lovely GT conversion £14,950



Ducati 750SS Replica complete new build by us £45,000 Now £42,000

Ducati NCR 950 Endurance POA

Unit 8c, Stowmarket Business Park, Ernest Nunn Road, Stowmarket, Suffolk IP14 2ED
Tel: 01449 612900
Web: www.madeinitalymotorcycles.com Email: info@madeinitalymotorcycles.com
Tuesday-Saturday 8.30am-5.00pm. Please call first if travelling any distance
Italian Bikes always wanted any condition. Try Us.

We Buy
CLASSIC
BIKES

Are you looking to sell your Classic Bike?

If the answer is yes go to our website
www.webuyclassicbikes.co.uk
And get a Free no obligation evaluation of your bike.

If you are looking for a specific bike to purchase you can use are bike finder service.
Go to **https://wesellclassicbikes.co.uk/bike-finder**
and we can start the Search.

HONDA ST70
1974, 16000 miles, In Candy Blue, In good original condition, MoT and tax exempt, recently had seat recovered to original specification, great patina, engine runs well, becoming hard to find., GBP, 2000Birmingham , tel: 07885585250

KAWASAKI Z900
1976, 8000 miles, Engine needs replacing, some TLC but runs OK, some parts are reproduction, tidy good looking bike, please call., GBP, 8500Lincolnshire, tel: 01526342497

NORTON COMMANDO
1974, 0 miles, Many spare parts, tools and manuals, please call., GBP, 4500Essex, tel: 07860541644

ROYAL ENFIELD 350
1953, 0 miles, In good running order, matching numbers, buff log book, lots of money spent, due to other bikes I no longer ride it, £3400 or best offer., GBP, 3400Northampton, tel: 07905181761

SUN CHALLENGER
1954, 27878 miles, Sun Challenger 1954 with original reg V5c plate (fixed). A part restored machine with a lot of money spent on it. 197cc engine fitted. , GBP, 2000Manchester, tel:01612875845

HONDA XLV750
1984, 0 miles, Rare bike, 1984, good original condition, very well maintained, rides very well., GBP, 4000Midlands, tel:07377204133

MATCHLESS G3L
1947, 0 miles, 350cc rigid, Green lane or road use. V5c, complete engine and frame rebuild. New big end, magneto and wheels, brakes and paintwork and cables, all receipts, no work needed., GBP, 4500Nottingham, tel: 07850863374

NORTON COMMANDO
1968, 0 miles, Matching numbers, restored, done 300 miles since, Boyer ignition, solid state regulator, stainless rear rim and spokes and mudguard., GBP, 8200South Lincs, tel:07749202932

ROYAL ENFIELD 700
1957, 0 miles, Super Meteor engine, electronic ignition, 12v, electrics, ally tank, etc., GBP, 2600Great Sutton, tel: 07783829336

SUNBEAM S8
1951, 0 miles, Outstanding condition, much spent with Steward Engineering, rides as a lovely classic should, please call., GBP, 6750West Dorset, tel: 01308421686

JAWA 250
1959, 0 miles, Restored recently few miles since, good running condition, please call., GBP, 2500Wiltshire, tel:01793853174

MATCHLESS G80S
1985, 15000 miles, Twin disk, electric start and excellent condition Just 150kgs Very fast, silent engine and superb handling, apparently from a batch of 20 made for the USA market, handbook and current MoT., GBP, 3995Cambs, tel: 01763208955

NORTON DOMINATOR
1961, 0 miles, Slimline 600cc, twin, Immaculate condition, Black and Silver paintwork, extensive refurb 7 years ago, pistons, valves, guides, seat and wheels, available from private collection, free delivery., GBP, 7950Yorkshire, tel:01723372219

ROYAL ENFIELD CRUSADER
1966, 0 miles, Engineer restored about 10 years ago, used and maintained by me since, everything works, excellent paintwork and chrome, V5c and historic tax, please call., GBP, 2800Devon, tel:01803770354

SUZUKI GS1000
1981, 0 miles, New paint head bearings and fork seals, ran great when parked last year, tax and MoT exempt, loads of spares, please call., GBP, 1500Uk, tel:07716924834

KAWASAKI GPZ1000
1986, 44000 miles, Full MoT, rebuilt by last owner, MoT's, receipts, original sales brochure, very nice bike, please call., GBP, 2550Lincoln, tel:07810794848

MOTO GUZZI V35 IMOLA
1994, 13800 miles, Black, low mileage, small screen, rack/backrest, Throwover pannier bags, Hagon shocks, engine bars, side and centre stands, MoT 25-7-2023, excellent condition, price ono. , GBP, 2200Yorkshire, tel: 07913032864

NORTON ES2
1954, 0 miles, Very good working order, please call., GBP, 6500Cornwall, tel:07773462643

ROYAL ENFIELD MODEL G
1949, 0 miles, Great to ride, registered historic, V5, matching numbers, reconditioned magneto and dynamo, recent top overhaul, fitted indicators and bar end mirrors., GBP, 3650Hants, tel:07730009587

SUZUKI GS650
1982, 5900 miles, Very good original condition, 5,900 miles, owned since 2010, new tyres and battery, taxed and tested to 11/06/23, runs superbly, ride away, original chrome and paintwork good., GBP, 2000Derby, tel: 07966381471

KAWASAKI KZ1000
1980, 15000 miles, This was a Rizzons experimental turbo bike so has some history with it, imported it from the US around four years ago, I have the title and import papers. , GBP, 16750Cheshire, tel:07713179053

NORTON 750
1967, 0 miles, 750 commando engine and gearbox, frame, wheels all rebuilt, belt drive, dommi frame modified with isolastics, cafe racer spec, dunstall head, £11,000 ono, please exchange newish small Triumph., GBP, 11000Uk, tel: 07789261018

NORTON MODEL 50
1955, 0 miles, Starts and runs well, reconditioned magneto and dynamo, good all round condition, £4500., GBP, 4500Norwich, tel:07776145373

ROYAL ENFIELD SUPER METEOR
1956, 0 miles, Restored, rebuilt engine and mag, matching numbers, please call., GBP, 4995Newquay, tel:07790810352

SUZUKI GS1000E
1978, 28000 miles, This is a rare and stunning low mileage example, The bike sports original exhausts and air shocks in excellent condition, many old MoTs to back up its low mileage. Fully serviced, three month warranty, GBP £9000Kent, tel: 01959 444441

KAWASAKI Z1
1976, 0 miles, Almost fully completed restoration, reinforced, powder coated frame, rebuild engine, new wiring loom, exhaust, regulator, electric ignition, clutch plates, decals, air filters, tyres., GBP, 16000Yorkshire, tel: 07841190947

NORTON COMMANDO
1973, 0 miles, In good running order and unrestored matching numbers example and runs and rides as it should, receipts history., GBP, 7200Somerset, tel: 07976881263

ROYAL ENFIELD 350
1959, 0 miles, Royal Enfield 350 Clipper, starts and runs well, rebuilt rear wheel, new Dunlop tyres, historic V5c in my name., GBP, 2600Bucks , tel: 07742417234

ROYAL ENFIELD SUPER METEOR
1961, 0 miles, 500cc, easy start, easy to mount and dismount with 17 wheels, comfortable, reliable free of oil leaks, stainless twin exhaust for ease of maintenance, please call., GBP, 3750Durham, tel:07926564221

Please
mention
Classic Bike
when
responding to
advertisers

Andy Est. 1972 Tiernan

1938 AJS Silver streak, 350cc top of the range	**£11,500**
1938 AJS 38/26 350cc honest original machine	**£8,500**
1958 AJS 16MS 350cc lovely genuine bike	**£3,750**
1964 AJS 16 350cc desirable short stroker	**£4,000**
1959 AJS 31 650cc attractive big twin	**£4,000**
1935 AJW Red Fox 500cc rare and beautiful	**£13,500**
1950 BOWN 98cc Nice Autocycle	**£2,850**
1953 BSA BANTAM D1 125cc CHOICE OF 2	**£3,000**
1949/52 BSA C11 250cc CHOICE OF 2	**£3,250**
1949 BSA C10 250cc CHOICE OF 2	**£2,850**
1931 BSA L31-4 350cc lovely machine	**£8,500**
1932 BSA BLUE STAR 350cc very smart	**HELD £7,850**
1929/31 BSA SLOPER 500cc CHOICE OF 3	**£12,000/£9,250**
1924 BSA H3 550cc nice patina	**£7,500**
1959 BSA M21 600cc attractively presented	**£5,000**
1961 BSA M21 600cc AA Combination	**£7,500**
1955 BSA A10 650cc nice early swinging arm	**£4,500**
1921 BSA E V-twin 770cc beautiful!	**£18,000**
1949 CORGI BROCKHOUSE MKII 98cc from Andy's Collection	**£2,000**
1951/52 CYCLEMASTER 25cc/32cc CHOICE OF 2	**£825/£1,150**
1951 DOUGLAS 90 Plus Replica unique!	**£9,500**
1926 FRANCIS BARNETT 150cc early vintage model	**£3,650**
1964 FRANCIS BARNETT 200cc Falcon, handsome late model	**£2,350**
1919 LEVIS POPULAR 211cc interesting belt drive project	**£4,150**
1946 NEW HUDSON 98cc autocycle, a pride and joy!	**£1,750**
1914 NEW COMET 269cc beautifully rebuilt	**£18,500**
1945 NORMAN MOTOBYKE DELUXE, 98cc, Autocycle	**£2,000**
1957 NORTON INTER 500cc matching numbers	**£15,000**
1957 NORTON 88 500cc Authentic full history	**£6,250**
1962 NORTON 99 Deluxe 600cc very authentic	**£5,000**
1957 NORTON DOMINATOR 750cc uprated with matching numbers	**£5,500**
1924 OK BRADSHAW 350cc interesting oil cooler	**£12,500**
1950's PHILLIPS Small wheel Trade Bike	**£425**
1956 ROYAL ENFIELD CLIPPER 350cc, fine practical bike	**£3,250**
1936 ROYAL ENFIELD KX 1140cc lovely mellow shed stored	**£23,000**
1937 RUDGE SPORTS 250cc good value	**£5,500**
1928 RUDGE SPECIAL 500cc honest machine	**£9,250**
1936 RUDGE SPECIAL 500cc CHOICE OF 2	**£11,750**
1950 SCOTT SQUIRREL 600cc fine example	**£7,500**
1926 SCOTT SUPER SQUIRREL 500cc, Coming in soon	**£POA**
1930 SUNBEAM 5 500cc handsome machine	**£7,850**
1951 SUNBEAM S8 500cc pretty bike	**£6,850**
1975 SUZUKI RE5M 500cc rotary reduced	**£3,650**
1912 TRIUMPH 3½HP 500cc with Pioneer Certificate	**£14,000**
1956 VEE-TWIN Special 774cc absolutely unique!	**£5,500**
1953 VELOCETTE MAC 350cc nice rider machine	**£6000**

See website for current list. Email: andybuysbikes@hotmail.com

www.andybuysbikes.com GOOD PRICES PAID

Old Railway Station, Station Road, Framlingham, Woodbridge, Suffolk IP13 9EE.

TEL: (01728) 724321. MOB: 07802 896114

WEBUYALLBIKES.24/7

ANY BIKE FREE PICK UP

TOP PRICES INSTANT CASH

0207 1751414

0800 8321515

webuyallbikes@mail.com

WEBUYALLBIKES.24/7

ANY BIKE FREE PICK UP

TOP PRICES INSTANT CASH

0207 1751414

0800 8321515

webuyallbikes@mail.com

We have a great selection of freshly restored BSA A65's in premium quality

See our website for more information.

www.vagn-jensen.dk

email: **vagn@vagn-jensen.dk** Phone: **0045 4017 8789**

Raadvedvej 34, DK8700 Horsens, Denmark.

VAGN JENSEN

MOTORCYKLER

TRIUMPH T140 BONNEVILLE

Complete range of T140 Bonneville spares by worldwide mail order

BSA and Triumph twin DIY electric start kits now available

Shropshire Classic Motorcycles

www.triumphbonneville.com

info@triumphbonneville.com

SHROPSHIRE CLASSICS

Tel: 01743 860146

Jacksons of Knebworth

ARIEL ARROW recon engine Nice condition	**£3750**
ARIEL NH350 1957 Excellent condition	**£4995**
BSA A7 SHOOTING STAR 1960 Immaculate	**£6995**
BSA C15 250 1964 Superb condition	**£3995**
BSA A65 1965 Tidy original bike ready to ride	**£4850**
BSA A10 1960	**£5495**
BSA BANTAM D7 1961 Very nice example in red	**£2495**
BSA C11G 1955 Tidy light weight	**£3495**
BSA ROCKET 3 MK2 1971 Superb US spec bike	**£11,995**
EXCELSIOR AUTOBYKE 1939 98CC, early autocycle in nice original condition	**£2395**
MATCHLESS G9 1955 500CC TWIN Excellent condition	**£6350**
NORMAN B3 197CC 1957	**£3250**
NORTON DOMINATOR 88 1959 very nice condition	**£6495**
NORTON ES2 1955 Nicely restored	**£7895**
NORVIN 1960 500CC VINCENT COMET / WIDELINE FRAME, Magnificent	**£19,995**
ROYAL ENFIELD 1927 225cc two stroke Superb condition	**£7850**
ROYAL ENFIELD 350 BULLET 2007 Nice Indian built bike, only	**£2395**
ROYAL ENFIELD 350 OHV twin port, model COL, 1930 Excellent condition	**£6995**
ROYAL ENFIELD 1994 500CC BOBBER HARD TAIL, 535cc big bore kit, close ratio gearbox etc, lots of money spent	**CALL FOR DETAILS**
SCOTT FLYING SQUIRREL 600 1949	**£7995**
TRIUMPH T100 1965 Original genuine bike, matching no's	**£5995**
TRIUMPH T110 1961 well restored with matching numbers	**£8495**
TRIUMPH T150V TRIDENT 1973 Absolutely superb	**£7995**
TRIUMPH THUNDERBIRD 1961 BATHTUB lovely original bike	**£6950**
TROJAN MINIMOTOR on Gents Raleigh bicycle, rebuilt engine	**£1295**
VELOCETTE GTP 1937 Rare bike in good order	**£6995**
VELOCETTE MAC 1956	**£6995**
VELOCETTE VENOM 1967 Touring tank/mudguards fitted from new	**£7495**
VESPA 125 1962 Restored	**SOLD**

WINTER PROJECTS

FRANCIS BARNET CRUISER 1930'S choice of four, 1933 to 39, from basket case project to complete bike needing recommissioning	**CALL FOR DETAILS**
POWERPAK CYCLEMOTOR ON PERIOD BICYCLE, good working order	**£995**
TRIUMPH TIGER CUB 1963 Rare sport home model, Well restored, just needs a little work to finish	only **£3895**

All classic bikes wanted good/bad or ugly!
Restored or original, incomplete/unfinished projects, what have you?
UK Collection & Delivery service available

All bikes can be bought "sold as seen" in their present condition at a reduced price, just give us a call and make us an offer!

Find us on Facebook - Jacksons classic bikes

124 London Road, Knebworth, Herts SG3 6EY
01438 812928 harvey-jackson@btconnect.com

CLASSIC Super Bikes

International Shipping Services

BUY

SELL

EXCHANGE

MOTORCYCLING ICONS FROM BYGONE TIMES

Norton Commando Fastback 1972 £9,950

AJS Model 16 1959 .... £3,500

Dunstall Norton Commando 1969 . £12,750

Triumph T120 Cafe Racer 1963 ... £10,950

Harris Matchless G80 1988	£4,950
Matchless G3L Competition 1959	£6,500
AJS Model 16MS 1957	£3,950
AJS Model 16 matching frame & engine	£1,250
Ariel VHA 500 Red Hunter 1953	£8,950
Triumph T20 "Chubby Cub" 1957	£3,500
Triumph Speed Twin 1958	£8,950
Triumph Speed Twin 1961	£4,950
Norton 650SS 1962	£10,950
Triumph T20SM Mountain Cub 1964	£6,500
Honda CB750 Sandcast 1969	£28,950
BMW R100RS 1.5 seat 1976	£7,500
Honda CB400F2 1979	£5,950
BMW K1 1991	£5,950
Gilera Saturno 500 UK 1991	£6,750
Triumph Trident 900 1993	£3,950
Triumph Daytona Super III 1997	£4,950
Ducati 916 1998	£8,950

Mobile: **07809 894777**

csb@classicsuperbikes.co.uk

www.**ClassicSuperBikes**.co.uk

TRIUMPH 3TA
1962, 0 miles, T90 styling, matching numbers, original registration, V5C, 6v distributor. taxed, runner, inc manuals and some parts., GBP, 2850Herts, tel: 07443538361

TRIUMPH T140 BONNEVILLE
1981, 0 miles, 300 miles since rebuild, lots of work done and new parts, email for details, used in the wet and dry so not concurs but clean and tidy., GBP, 7975Derbyshire, tel: 07774253900

YAMAHA XS850
1982, 0 miles, A excellent condition very rare and original U.K. delivered XS850 triple, fully serviced, comes with original exhausts, in excellent condition, new MoT and a three month warranty, GBP £5250.Kent, tel: 01959 444441

TRIUMPH 750
1977, 19000 miles, 19000 miles, UK bike, matching numbers, recent restoration paint, engine rebuild, stainless Devon rims, electronic ignition, etc., GBP, 6200Exeter, tel:07817024412

TRIUMPH T140 BONNEVILLE
1978, 0 miles, Completely restored from ground up, right hand gear change, new main bearings/big end, shells, valves, guides springs clutch plates st/s rims and spokes., GBP, 6500Bristol, tel:07855707862

YAMAHA XT
1988, 0 miles, Performance exhaust, recent tyres, extended rack, recent MoT, runs well and sounds and looks great., GBP, 1995Hertford, tel:07973677140

TRIUMPH BONNEVILLE
1963, 0 miles, In UK trim, electronic ignition and charging, TLS front brake and other sensible updates, ONO., GBP, 6500Wiltshire, tel:01793853174

TRIUMPH TIGER
1963, 0 miles, Great condition, tax and MoT exempt, please call., GBP, 3750East London, tel: 07836702748

YAMAHA XT
1990, 58000 miles, Good condition, excellent runner quiet engine, MoT Aug 2023, stainless exhaust, new tyres, battery pads, cables serviced, lots of paperwork., GBP, 1500South Wales, tel:01633264177

AUTO JUMBLE

BIKE LIFT / SERVICE BENCH
British-made, with non-slip surface. Virtually unused. Complete with hydraulic jack and tie-down straps, £250.
TEL: 01780 482309 Rutland

BRIDGESTONE 175CC ENGINE
Less carbs, cylinder heads, pistons, VGC + binder of magazine articles etc, rare items, £180.
TEL: 01277 200530 Essex

VINCENT & MV COLLECTIONS
Magazine articles road & race, badges, DVD's etc., rare MV Rally 1998 hat, Classic R & Race magazine articles, books, tapes & DVD's, most IOM, Sheene book & t-shirt, sell/swap for car mags, any country or anything Lambo.
TEL: 01277 200530 Essex

BOOKS & MANUALS
Genuine Honda 90 workshop maintenance manual £15. Genuine Triumph Tina owners handbook and service vouchers £5. Kawasaki by Mick Walker, ISBN 1855322994 £15, all including post to UK.
TEL: 01803 770354 Devon

SPARES HONDA/SUZUKI
1984 Honda VF750 frame, forks, wheels with V5c £100 to clear (or split). 1973 Suzuki GT250 coils, clutch plates, petrol cap £30.
TEL: 01524 424960 or
07400 520446 Morecambe

FOR SALE SPARES
Honda CB125S tank decals, mid 70's, NOS £20. Honda/ Yamaha? indicators, pair of with stalks, good condition, (diecast not plastic shells) £20. Triumph 350/500 Twins buyers guide £3.
TEL: 07813 845894 Worcester

WATSONIAN MONZA
Monza sidecar, mudguard, wheel, tyre, good chrome hubcap and hub for 1960s sidecar, £150 plus post or exchange for Monza screen.
TEL: 07863 262603 or
0208 5341761 London

TRAILER FOR MOTORBIKE AND SIDECAR OR TRIKE
Sell for £395 ono or exchange classic sidecar, WHY.
TEL: 07863 262603 or
0208 5341761 London

HUSKY/KTM EXPANSION CHAMBER EXHAUST
Brand new, part 554 05 109 000, listed KTM 250 exc, 300 exc, Husky TE250 TE300, £135 cost over £300, NOS alloy rims various sizes £75 each Akront and Borrani road and offroad.
Tel: 01794 323073 Hampshire

FREE MOTORCYCLE MAGAZINES
Classic Bike 2019 & 2020, buyer collects.
TEL: 01284 729119 Suffolk

BLACK LEATHER JACKET
Ladies, size 16, excellent condition £45, buyer collects.
TEL: 01284 729119 Suffolk

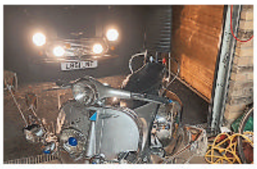
CLASSIC RACER PRINTS
Quality prints,size 24"x18"of Barry Sheene, Mick Grant and Rob McElnea, 1500 prints left over stock, value £12000, sell for £850
TEL: 01495 759234 Gwent

MAGAZINES
Four issues of "Classic Motorcycle mechanics 3,5,6 and 13 plus the very first issue of "the bikes" from June 1980 £4 plus £3.50 p&p Mr Bartholomew
TEL: 01366 728030 Methwold

TRIUMPH BONNEVILLE
1969, 0 miles, Road reg, matching nos, built by George Hopwood for Frank Jones to parade at TT and Spa, serviced each year by competent classic mechanics, looking for offers over £10,750., GBP, 10750Uk, tel: 07845950507

TRIUMPH TR6
1969, 0 miles, Good condition, starts lovely, matching numbers, letter or authenticity from Triumph owners club, V5C, recently serviced, please call., GBP, 7495Suffolk, tel: 07977549759

TRIUMPH DAYTONA
1993, 63000 miles, Excellent condition, throughout fully refurbished, 4 previous owners, please call for full details, new MoT., GBP, 2500Surrey, tel: 07525373753



VESPA GS150
1963, 1022 miles, Vespa gs 160 not a 150, in stunning condition, new electric ignition system, runs really good, comes with two sets of side panels, rally nice scooter, cash on collection., GBP, 6500Wirral , tel:07742437220

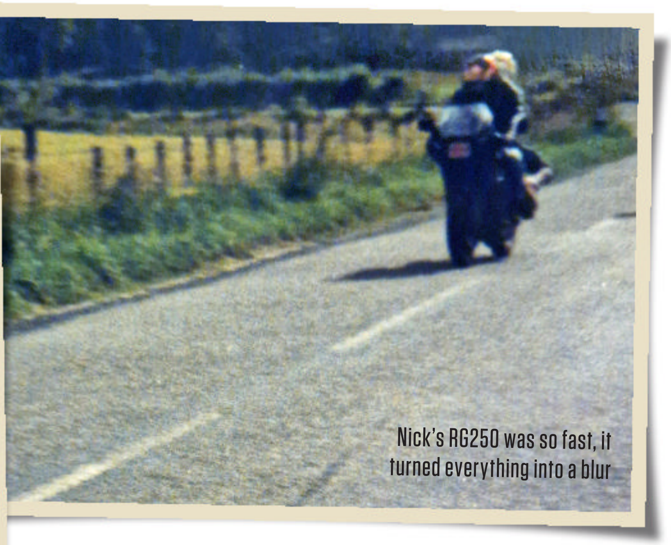
TRIUMPH T120 BONNEVILLE
1973, 0 miles, Oil in frame, 31000 miles, tax MoT exempt, easy starter, good condition, video of the bike running available if required., GBP, 6000Portsmouth, tel:07590041965

YAMAHA RD250
1978, 3200 miles, UK bike with matching numbers, professionally refurbished a few years ago, historic vehicle, MoT/tax free, nice bike, ready to ride., GBP, 5500South Wales Gwent , tel:07990720765

PUTTING YOU
IN THE RIDER'S
SEAT
MCN
Be a biking insider with an MCN Membership
visit members.motorcyclenews.com for full details

JONATHAN CLARKE

Jonathan and aspiring snapper Nick get ready to shoot a roll of film in pre-phone cam days


Nick's RG250 was so fast, it turned everything into a blur

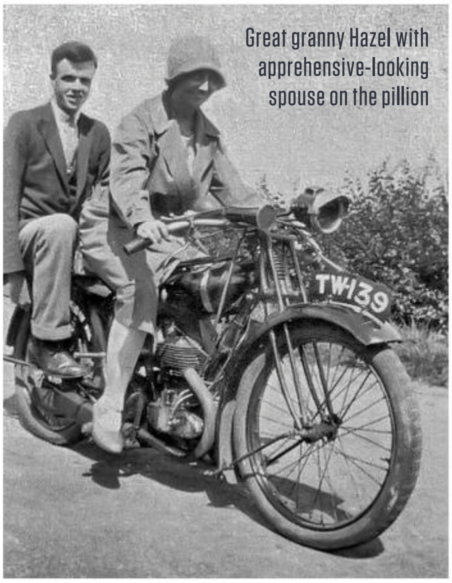
LOOKING BACK

This is me about to set off on my good mate Nick's Suzuki RG250 Gamma with him sat backwards with his camera to take action shots of other mates jumping a hunchback bridge in St John's in the Vale, in the Lake District. Seemed eminently sensible behaviour at the time. That's my 350LC in the background.

The other, more grainy shot is us in action. We had ridden up from Kent to Cumbria for a holiday and then rode down to Manchester to see Pink Floyd's *A Momentary Lapse of Reason Tour*, so I think it was 1989.

Oddly, Nick and I both migrated from lunatic two-strokes to Ducatis – and still have the latter now. I also have a MkI Mike Hailwood Replica I bought years ago, an ST2 workhorse and a 900 Cagiva Elefant in a number of boxes spread about my house here in Cumbria, while Nick lives in Kent. Perhaps I ought to seek out therapy for my addiction?

Jonathan Clarke, Penrith Cumbria


Great granny Hazel with apprehensive-looking spouse on the pillion

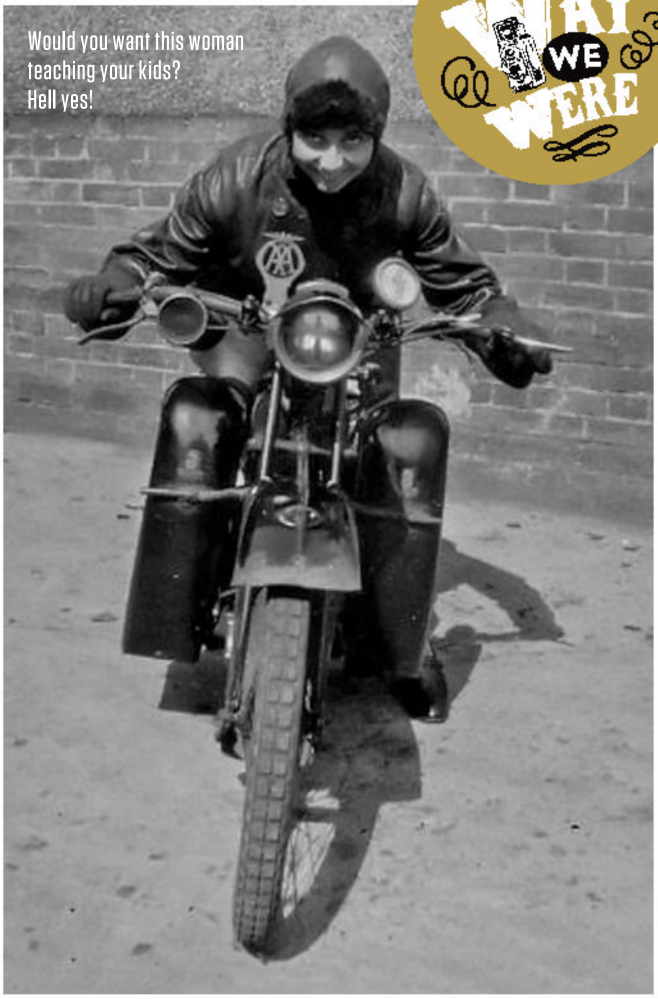
MY GREAT GRANNY

This is my speed-demon great grandmother, Hazel Edith Perkins (nee Milton). We think the photo was taken around 1920, when she would have been about 20. We think the bike is a BSA, but would love to find out more about it. Hazel was a primary school teacher at Ford End and used to fly along the back lanes to Sixteen Windows between Hatfield Broad Oak and Great Canfield to pick up my great grandad – the slightly worried-looking chap on the back! By the ever-present grin on her face, she clearly loved motorcycling.

Alice Gheissari

The bike is indeed a BSA – a 250cc Model B 'Round Tank', and judging by the black paint, the three-speed Deluxe version rather than the green two-speed standard. The Essex registration number dates from 1925, which fits the pictures - Hazel looks more of a mid-decade girl to me. RP

ALICE GHEISSARI


Would you want this woman teaching your kids? Hell yes!

THE WAY WE WERE

Eddie's on his GT250 in the happy days before serial mechanical abuse led to a parting of the ways

EDDIE CROSS

I was a Ring Road King

THANKS FOR THE great article on the Suzuki GT250s in the December issue – I was transported back to those heady days...

... 1976 – Kingy had the self-destructing Garelli 50, Crispy had the smart and sensible Honda SS50, Tucky maybe the purple FS1-E. I was that haired teenager in flares, biding his time while his instant-gratification mates sported an assortment of smart, shiny sports mopeds.

My Suzuki was a green '73 GT250M, snapped up in 1977 with a mere 24,000 (hard) previous miles in the hands of several less-than-careful owners. Seriously fast – just wind the throttle past 5k and the acceleration was explosive.

First stop was to impress 'Bank of Dad'. Flailing wildly on the pillion, leaning the wrong way and generally yelling: "Steady on, son!" He kept insisting I should get a bike with a sidecar – that was never going to happen.

We were kings of the ring road with our lunchtime ride-outs. Snicking up through those six gears – usually not even needing the clutch, the shift was so good – left Cortinas, Corsairs and most other bikes disappearing in the rear-view mirror (OK, that was actually missing, along with the indicators, dip switch and other assorted victims of road rash by previous pilots). Was Rick's RD200 faster or was he slightly more insane? Hooky on the more sedate gold Honda 250 K4 was a very distant third, but he was a pretty cool kid. He built it from a pile of parts with all the skill of a Swiss watch maker.

A year or so later, the inevitable happened. Two-stroke oil being consumed at a high rate... white smoke… and then the final humiliation. An old man (easily 30) with a beard and open-face helmet, plus a slightly superior manner, riding a Honda 125 single tailgated me on the A140 without any apparent effort. Worse, he then proceeded to overtake me. The shame burned deep.

The writing was on the wall at 30k. What was louder – the piston slap or the main bearing rumble? Off to the auction it went. Think I got 70 quid for it. Still, it was a blast while it lasted and I soon had some wheels again – courtesy of Hooky's more sedate Honda 250. What was he riding?

Darn – the cool kids now had cars...

Eddie Cross

SHOW US YOUR PHOTOS

Got a photo that shows you showing off your bike from back in the day? Share it with *CB* readers by sending a decent-quality scanned image by email – and tell us a bit about the picture while you're at it.

classic.bike@bauermedia.co.uk

RENOLD

RENOLD
RENOLD
R3N OLD 1
Classics
Ride Together

When you ride a classic motorcycle,
you need to treat it right.
That means the right maintenance at the
right time and always using the right parts.
Renold have been making high quality
motorcycle chain for over 100 years, which
means it's highly likely that your classic bike
originally ran a Renold.
Particularly if your bike's British.

RENOLD
motorcycle
Classic
ISO 10190

Every classic bike deserves a classic chain,
so make sure yours gets Renold.

You won't find Renold Classic chain in any old bike shop.

It's available exclusively from **www.shop.renold.com**
Order yours soon

GODIN SPORTING CARS & MOTORCYCLES LTD

Mereworth, Kent 01622 814140

Viewing by appointment only

Brough Superior

1937 Brough Superior SS80 £74,995

2021 Brough Superior Pendine S £39,995

1952 Vincent Comet £19,995

1967 BSA Hornet £9,495

1964 BSA Lightning £5,995

1973 BMW R75/5 £5,995

1953 AJS Model 18CS £7,995

1964 Enfield Interceptor £11,495

1961 Velocette Venom £11,495

1969 Triumph Daytona £5,995

1960 Triumph TR6 Trophy £7,995

1954 Triumph 650 Twin £6,995

1959 Triumph TR6 Trophy £15,995

1967 Triumph T120 Bonneville £9,495

1968 Triumph T120 Bonneville £10,495

1969 Triumph TR6C Tiger £9,995

1976 Triumph Tiger 750 £7,495

1966 Triumph T120 Bonneville £7,495

1976 Norton Com.850 Inter. £10,495

1977 Ducati 900SS £32,995

1980 Ducati 900SS £29,995

1993 Ducati 888 SP5 £19,995

1980 Ducati MHR Series 1 £27,995

2008 Harley Davidson XR1200 £7,750

We urgently need your bike!

2000 Harley-Davidson Dyna Wide Glide £6,995

Consignment Sales Undertaken

Anthony Godin – Tel. 01622 814140 / 07769 970559

www.anthonygodin.co.uk